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CITY OF ROHNERT PARK

GENERAL PLAN 1973 - 1983

(AMENDMENTS TO THE 1967 GENERAL PLAN)

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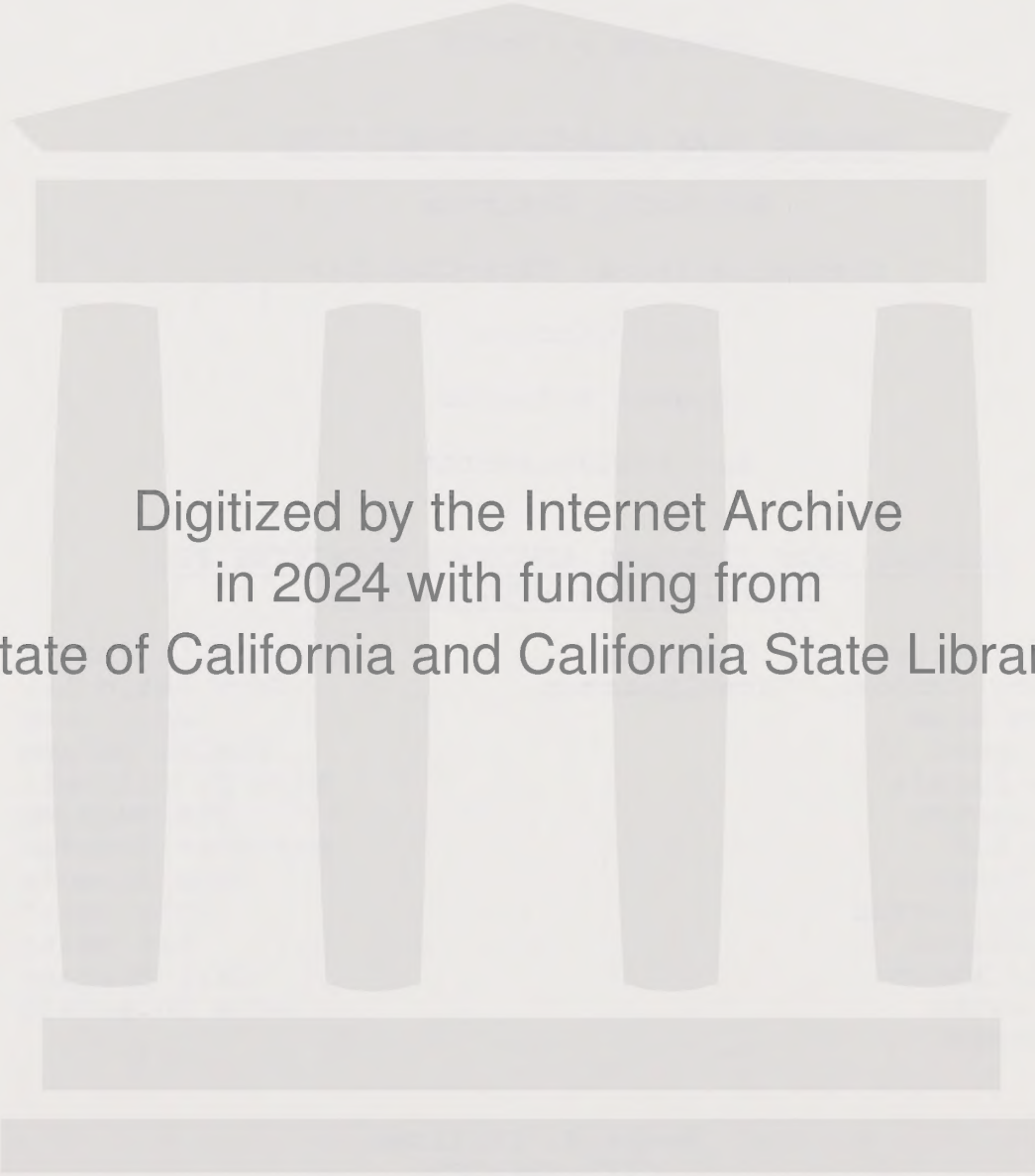
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UNIVERSITY OF CALIFORNIA

Approved by:

ROHNERT PARK PLANNING COMMISSION
June 14, 1973

ROHNERT PARK CITY COUNCIL
June 18, 1973



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GENERAL PLAN 1973 - 1983
(Amendments to the 1967 General Plan)

I	<u>Introduction</u>	1
	. The Role of Planning in Urban Development	
	. The Role of Investment, Public and Private	
	. The Nature of a General Plan	
II	<u>Identification of Current and Potential Problems</u>	3
	. Planning Objectives	
III	<u>The Land Use Plan</u>	7
	. Residential Areas	
	Low and Intermediate Densities	
	Higher Densities	
	. Commercial Areas	
	General Commercial	
	Service Commercial	
	. Industrial, Distribution and Heavy Commercial	
IV	<u>Public Facilities, Institutions, Parks and Open Space</u>	12
	. The College	
	. The School System	
	. Open Space, Conservation, Parks and Community Centers	
	Urban Design and Beautification	
	The Golf Course	
	Open Space and Conservation Policy	
	. Civic Center and Library	
	. Public Safety Facilities	
	. Corporation Yard	
	. Sewer Mains and Effluent Treatment	
	. Water	
	. Surface and Storm Drainage	
	. Other Utilities	
V	<u>The Circulation System</u>	22
	. Streets and Highways	
	. Parking	
	. Other Transportation	
VI	<u>Bikeways</u>	27

VII	<u>Noise Control Element</u>	31
VIII	<u>Seismic Safety Element</u>	33
IX	<u>Housing Element and Housing Policy</u>	36
X	<u>Implementation</u>	43
	<ul style="list-style-type: none"> . The Supply of Information by Decisions . Other Administrative Procedures <ul style="list-style-type: none"> Referrals Revisions and Future Studies Subdivision and Zoning Regulations Code Enforcement and Building Maintenance Capital Improvement Programs and Budgets Financing Techniques and Programs . Continuing Citizen Participation in the Planning Process 	
XI.	<u>APPENDIX</u>	

1. Introduction

A. The Role of Planning in Urban Development

Planning as a discipline, and its application to urban development problems is composed of two major aspects: (1) the search for a structure of decisions, and (2) the systematic management of the resources available to pursue the community's welfare.

In order to find a structure of decisions for the pursuit of the general welfare, planning combines knowledge mostly from the fields of Economics, Engineering, Statistics, the Design Professions, Political Science, and the Natural Sciences.

The general welfare is best served when the use of planning techniques helps provide a framework where private and public interests are complementary, and where the least amount of frictions and losses occur when these interests are in conflict.

There are two major overriding principles which clarify the nature of the general welfare and the public interest, and which help determine rules for actions and criteria for choice when making decisions affecting community development:

1. For situations of macro-economic, or large-scale nature, the criteria for choice is that which produces the largest benefit to the greatest number over the longest period of time.
2. For small-scale, or micro-economic situations, choices should favor that which makes somebody better off without making someone else worse off.

It would be an ideal situation if these two principles could be applied to their fullest extent. The main reasons for this not being possible are that many detriments and benefits are very difficult to measure, because in many occasions short-run interests conflict with long-run objectives, and because each decision maker has a different conception of what constitutes the general welfare. It is impossible to produce an optimal plan, or to design optimal policy, due mainly to changes in technology, changes in society, and especially changing conditions in the real estate market and the money market; the city council and the administrative staff will have to evaluate each new proposal against this background, and determine the net effects of each decision on the community.

B. The Role of Investment, Public and Private

Along with invention and organization, investment is the essential ingredient of economic and community development. The accumulation of capital, whether public or private, is what allows each generation to live better than the preceding. It is the link between past and future, which satisfies our commitment to continuity.

The biggest problem in investment decisions is uncertainty. One of the main reasons for doing planning is to minimize uncertainty, both to the public and the private sectors. The planning of the physical environment searches in the direction of an optimal future set of conditions, both in quantity and in quality. It is only the search for a direction, for we well know that an optimal environment can never be achieved due to the static character of the land and improvements, and the dynamic nature of society and technology. A clear example of this is the emergence of shopping centers and the decay of old central business districts due to the large-scale use of automobiles.

New cities like Rohnert Park do not have this kind of problem, nevertheless, changes in patterns of investment will always occur; one of the roles of planning is to anticipate these patterns of change and provide the framework where they can take place with the least harm to values already created.

C. The Nature of a General Plan

The general plan is a guide for growth, development and conservation; it functions as a framework for change, and as such, it should be considered a dynamic document which adjusts to the changing needs of the community. It should not be regarded as a static view of the city 10 or 20 years in the future.

One of the most important functions of the general plan is that of reducing uncertainty for private and public investment. Based on past experience, and using the best forecasting techniques at our disposal, and by combining into one comprehensive document the types and intensities of land use, economic activities, and public services, the general plan provides explicit information which will allow the private and the public sectors observe how one type of activity or one type of investment decision affects and is affected by everything else.

The graphic portion of the general plan is not a zoning map, and the text is not a zoning ordinance; the plan is only a guide for zoning and investment decisions.

Each county or city in California is empowered to establish a general plan under the state government code (Title 7, Chapter 3, Local Planning) which requires that the plan be "Comprehensive," "Long Range," and "General."

This means that it must include all major public and private physical elements of the planning area; it should anticipate a future but practicable period of time; and it should establish the basic concepts which will later be implemented in an aggregate form by continuous ordinances, controls, and precise plans.

More recent legislation has made general plans for local entities mandatory, and zoning classifications are to be consistent with the general plan.

II. Identification of Current and Potential Problems and Corresponding Planning Objectives for Their Solution

Being one of the newest cities in the State, Rohnert Park does not have some of the traditional burdens of the older and larger cities, such as large-scale slums, decaying central business districts, traffic congestion, extensive crime and racial conflicts.

On the other hand, the city does not have a solid economic base, no great variety of residential types, few civic facilities, and limited resources to expand urban services.

The central objectives of this plan revolve around the concept of providing for the development of a substantial economic base, and at the same time preserve the amenities and services which usually disappear with the growth of industry and population densities.

The following is a list of specific problems facing the City, followed by the corresponding objectives aimed at their solution.

Land Use and Economic Development

Problem 1: There is a need for the development of a substantial economic base for the long-run economic development of the City in order to provide continuous and secure source of employment for its residents, and better revenues for urban services.

Objectives: To provide a variety of choices and opportunities for the private and public sectors to develop and expand productive establishments in Rohnert Park.

This can be done by: setting aside a relatively large amount of acreage for industrial, commercial, and service developments, with easy access to the railroad, the freeway and utilities.

Problem 2: As economic and urban development takes place, and as land values soar, there is a tendency to distribute land into very small parcels and in turn, develop these as intensely as possible, to the detriment of the City as a whole by making the availability of public and private open spaces more and more scarce.

Objectives: To develop the necessary incentives and regulations which will allow the zoning of land for high intensity uses on the condition that certain proportion of the land be allocated for public and private open space. To join with Sonoma County and neighboring cities in efforts to preserve major open spaces in the hills, particularly the waterways and watersheds.

Problem 3: There is a tendency in California to develop a separate taxing district for every new local function or service needed by the community, creating confusing and inefficient local government structures.

Objective: To avoid the proliferation of districts in the Rohnert Park planning area. This can be done by discouraging the formation of new districts unless the City is not able to handle the service within the existing powers and resources and by determining what kind of services are needed by different groups.

Problem 4: There is a need to better publicize the city's recent policy of no annexations for areas presently outside the city limits. Areas immediately adjacent to the city's west, east and north limits have been designated as permanent open space on the adopted spheres of influence map of the City of Rohnert Park.

Objective: To bring within the influence of the city the use of land on its periphery that will directly influence the character of Rohnert Park to make certain that it has precise and well-defined boundaries bordered by open space.

Comment: The hillside lands to the East of the City already have a great influence in the life of Rohnert Park. They are the original source of the underground reservoirs for water supply. There is a need to establish a sound policy of conservation of these areas by careful control of population densities and open spaces, particularly the waterways. The City of Rohnert Park is recommending to the County Board of Supervisors that the necessary controls be adopted for this area to achieve the above objectives.

Problem 5: The presence of the State College will exert pressures on the City for services and for certain land uses.

Objective: To take maximum advantage of the presence of the College in the City where the cultural activities associated with this type of institution can extend into the life of the community.

Problem 6: Housing - There is a need in Rohnert Park for a greater variation in the types and prices of homes. The City has a narrow spectrum in the price of dwellings; it is reduced to lower rent apartments, mobile home pads in the lower range price, and conventional single family homes, also in the lower and middle price ranges. There is little low cost housing, and no expensive housing.

Comment: As the present Rohnert Park citizens develop more economic affluence, the opportunity for them to find housing of higher quality is not there, with the consequence of a large number of people having to make conversions to existing structures on small lots, or leaving the area to find more suitable housing.

Objective: To establish certain minimum standards for future subdivisions and to encourage a greater range of lot sizes.

Problem 7: There is a need for a medical facility in the City, particularly emergency services.

Objective: To actively seek an organization, or form one, which will fill this important need, and to provide a convenient location.

Problem 8: As the City develops, it will be under constant pressure to (1) join regional agencies to contribute to the solution of regional problems, and (2) to accept a variety of State, Federal and County services which cannot be provided locally.

Objectives: To clearly establish the prerogatives of the City within the larger regional context.

To increase knowledge and certainty as to the degree of influence that the City may have on decisions affecting it, but which are made by other agencies.

To establish the degree to which the City is able to contribute to the welfare development of the entire region.

Problem 9: There is always a dilemma as to what are the best ways to allocate limited funds among the different services needed in a city when the local agency is faced by diverse pressures from different interests.

Objectives: The general rule is that in determining priorities for the use of land, use of funds and skills, the protection of life and property comes first. All other needs such as recreation, education, shopping, aesthetics, etc., are next in priority.

Circulation and Transportation

Problem 1: The City is being cut into several isolated blocks by the railroad, the freeway, the expressway and the creeks. Although there are certain advantages to this by helping define neighborhoods and land uses, it presents difficulties by forcing traffic to take round-about ways to reach important places and centers.

Objectives: To develop a system of arterials, secondary streets, pedestrian and bikeways which will eliminate or minimize the above problems; to design a system which will give the City a cohesive and continuous character, and minimize the need for additional fire stations and other services.

Problem 2: There is a loose and substandard pattern of streets and dead-end streets in the unincorporated areas surrounding the City.

Objective: To design the key links and establish the rights-of-way which will be needed to create a cohesive network between the City and the neighboring areas.

Problem 3: Marin County will likely stop the development of rapid transit into this area, with the consequence that the City and Sonoma County will have to rely chiefly on the automobile.

Objective: To recognize that this condition will be with us for at least the next 15 years, which means that the auto will still shape a great deal of the urban pattern. This also means that the City must not let the car dominate urban design entirely. The exclusion of vehicles from certain recreational areas or places of aesthetic value is very important, as well as the convenient placement of certain uses to serve other uses within walking distance.

Community Facilities and Urban Services

Problem 1: The next decade will bring to the City a very heavy demand for capital improvements. This in turn will raise the questions of what can we afford, and in what manner should these improvements be financed.

Objective: To use this general plan as the basis for scheduling capital improvement programs, priorities, and help determine means of financing services.

Problem 2: As the City grows, and the need for urban services expands, land for parks, public buildings, and sewage effluent disposal will become the scarcest item.

Objectives: To make full use of existing legislation to acquire land for parks and open space from donations wherever possible when needed for public use, and adjust the requirements of the zoning ordinance to induce more generous allotments of private and common open space in conjunction with intermediate and high density developments. To participate and work toward unifying the sewer treatment facilities for the whole basin.

Problem 3: The golf course has been suffering financial difficulties since its inception.

Objective: To develop all the necessary incentives within the City's power to maintain this important facility and prevent the possible need to reevaluate its land use.

Problem 4: Every city which wants to project an image of quality and good government needs strong physical symbols on which civic pride can be built. Rohnert Park lacks greatly in buildings of outstanding architectural style.

Objective: To encourage and establish good architecture, landscaping, and site planning design controls for the private sector, particularly productive enterprises, and to set the example by doing the same with public buildings.

III. The Land Use Plan

Land uses have been allocated to provide maximum opportunity for all types of economic and urban activity generating the least amount of frictions.

Working areas have been concentrated along the freeway, the expressway and the railroad, for easy accessibility and exposure; living areas have been distributed in several density patterns in the remaining land, separated wherever possible by parks, open areas, or street layout, from the high intensity uses.

A. Residential Areas and Housing Element

Residential development has been grouped into what can be loosely called "neighborhoods". This traditional concept has used as its basis the area served by an elementary school. In the case of Rohnert Park, there are sufficient barriers provided by the Golf Course, the creeks, the College, and the commercial areas, so as to preclude incompatible uses within living areas. Schools have also been placed at convenient walking distance from the service areas, and indicated in the same relationship for future neighborhoods.

As the neighborhoods mature, the demand for schools tends to stabilize at a certain ratio. New neighborhoods always generate the highest proportion of school children; when compared with older neighborhoods. The City and the school district may have to make adjustments in traditional neighborhood school service patterns and standards, especially if the present national trends in the sharp decline of births is felt in Rohnert Park. Areas reserved for school sites should be done on a tentative basis.

The areas designated for residential use in this plan have an approximate holding capacity of 35 to 40 thousand people. It would be risky and misleading to estimate when this total development will take place since it will depend to a large measure on the capacity of the region to generate employment. The establishment of two or three major plants, or large employment generators, in a city as small as Rohnert Park, would make any set of projections irrelevant. Growth projections for Sonoma County are in the appendix. What we have done in this plan is to provide the opportunity for all kinds of uses and activities to take place, but it will be up to the City, the Business Community, and the Academic Community to provide the leadership to build this area in the proper way, and to save what is worth saving in its present state.

1. Low Density and Intermediate Density Areas

The largest land portion of most land use plans is allocated to low density, or single family residential areas. Although this conventional type of development is a rather inefficient use of land, the majority of the American public prefers it to any other type of living arrangement. During the past decade, and most likely in the foreseeable future, a larger portion of the land will be used for more efficient condominium, townhouse and cluster development.

The general plan provides the opportunity to develop residential areas and neighborhoods in diverse site planning patterns to suit different consumer preferences, tastes and purchasing ability. (See Housing Element.) A more elegant street system on curvilinear streets is recommended for low density residential areas of the conventional type. Intermediate densities can take place in the form of cluster developments on common open space between 5 and 10 units per acre, or in mobile home parks up to 7 units per acre, at the discretion of the Planning Commission and the City Council as to extent and location. In some particular instances strict adherence to a density formula may not be appropriate. Quality of design, and efficiency in the use of land, funds, materials and travel time may call for variations in density patterns where the Council and the Commission may exercise their judgment according to the merits of the proposals at hand.

There have already been several changes in density allocations than the ones recommended in the 1967 General Plan; some areas have been classified and built on a higher density, some on much lower density than the high-rise classifications, simply because it is not realistic to build this type of unit in Rohnert Park.

2. Higher Density Residential Areas

The total demand for housing will continue to be very strong in California during the 1970's, but this demand will be different in character from what we have been accustomed to in the past 15 years.

The age composition of the population is changing in a way that favors rentals, the young adult, which is the typical renter and is increasing as such. This fact is compounded in Rohnert Park by the presence of a State College, and by the fact that the Sonoma County plains should receive the next big urbanization wave. This trend will also be compounded by the strong decline in the birth rate.

The steep rise in the cost of owning a home, such as higher interest rates, property taxes and building costs is also narrowing the market.

All of the above conditions have influenced the extent and location of multiple family areas in this plan. In addition, the higher density areas have been located conveniently close to working areas and at the same time in close proximity to parks, the golf course or other permanently open spaces, where a larger number of people can enjoy them.

By granting multiple family zoning, the City is extending to property owners and developers an economic privilege. It is in the public interest for the City to require some retribution which will benefit the residents of these areas. This can be done by requiring the developers to leave a substantial portion of multiple family parcels as usable open space. This will not only contribute to make the City more livable, but in the long run, these areas will be more marketable and more profitable.

The plan provides for several kinds of multiple family residential:

Type I: Conventional type (designated by the color brown), where small lots have already been established and sold. This type provides for approximately 1,500 square feet of land per unit, with a rather small amount of open space required, due to the site difficulties presented by small lot development. Only the original areas zoned for apartments should remain in this classification; all new apartment developments should follow Type II.

Type II. (Designated in the map by color brown, with a green circle) indicates that these areas could be zoned multiple family residential if 1/4 to 1/2 of the acreage could be devoted to common, private, landscaped areas for the enjoyment of the residents. (Planned Development) (See Zoning Ordinance).

Type III: Mobile Home Parks (brown grid pattern). This has become a very important part of every developing city, particularly the ones in the outskirts of major metropolitan areas. Ten percent of all new housing units are mobile homes; in most areas, where they have been well designed, mobile home parks have been very successful. Financial institutions look at them as good risks. The sites designated for this use have been selected for convenience of access to shopping, to major arterials, and the Golf Course, where convenience for retired persons is important. Adequate controls should be imposed on new mobile home parks to improve the quality and aesthetics of future developments. Particular attention should be paid to eliminating the appearance of a sea of glaring roofs in large mobile home parks, such as the one planned for the area east of the Wilfred Overpass.

B. Commercial Areas

1. General Commercial (designated by color Red)

There are large portions of land designated for commercial use in Rohnert Park. There are several reasons for this: Before the original plan was prepared, the County of Sonoma granted 160 acres of commercial zoning immediately west of the Freeway. A preliminary development plan, which the City has been using as a guide for several years, designated a large portion for commercial areas immediately east of the Freeway. This makes approximately 200 acres of retail Commercial use and approximately 45 acres of non-retail, service commercial in the vicinity of the major Freeway interchange. This area could develop into a Central Business District, or shopping area for a very large population well beyond the boundaries of Rohnert Park.

Extreme care should be taken in the development of these areas, so they don't fall into the same kind of irreversible and rigid patterns of old central business districts and some "modern" shopping centers which are already outmoded.

The City has today an extraordinary opportunity and a duty to make these high intensity land uses into one of the best developed complexes in this part of the State. The controls and incentives established today will influence the shape of this City well into the next century.

By granting Commercial Zoning, the City is extending an even greater privilege to developers and land owners than the granting of multiple family residential. In retribution to the public interest, the City should ask developers to leave some open and landscaped spaces as

plazas and tree lined avenues; this should not cause any major hardship since there is more land designated commercial than can be absorbed by the market in the next 20 years. The possibility exists that there may not ever be a need for this amount of commercial space, in which case the Council could consider the development of other productive uses, non-residential in nature, such as light manufacturing and distribution facilities. In any event, the large labor market and shopping market is going to develop over the planning period, so it is important that major parcels remain available for productive uses in the future. The temptation to zone these to residential uses should be resisted.

All lands designated general commercial should not be zoned until site plans with the general types of use, spaces, and parking arrangements has been presented and evaluated. The areas which are already zoned for this use should be designated P.D., thereby giving the City greater control and greater flexibility over designs.

There are other areas within the Rohnert Park Development area designated community and neighborhood shopping centers. These areas are slightly larger than the traditional standards for these uses to allow the development of better parking ratios, and more open spaces and landscaping within the premises.

The plan has attempted to prevent the development of large strip-commercial areas wherever possible. Each individual design for these areas should be carefully analyzed, especially to prevent backing of cars into the stream of traffic on busy streets.

2. Service Commercial

The areas, marked in the map by a red grid pattern should be dedicated to service and office areas, of a non-retail nature. It includes all the P.A. uses of the zoning ordinance, but it should not exclude such things as beauty salons, post offices, business schools, churches, or other institutions, if the sites are sufficiently large to make a meaningful site development.

C. Industrial, Heavy Commercial, Distribution and Other Service Areas (Indicated in the map by orange)

Together with the College and the retail commercial areas, the land uses allowed in this part of the City are designed to provide the economic base of the City. There are approximately 350 acres of land reserved for this kind of productive uses, which in the long-run will provide the bulk

of employment and export products of the entire valley.

As in other areas of the City, building design, landscaping, sign, traffic, and area coverage controls are very important for the City's overall development.

This part of the community should exclude residential uses, and if possible, gradually replace those in the Wilfred Avenue area near the Freeway.

As illustrated in the map, these uses have been grouped in this area to take advantage of the Freeway and the Railroad for easy and direct access to establishments, thereby preventing truck traffic through residential sectors.

Also for better exposure, the Freeway and Railroad also serve as separators from other land uses.

Part of this area may be annexed to Santa Rosa, to the loss of productive potential for Rohnert Park in the form of revenues. On the other hand, Santa Rosa may be able to provide sewer and other services to certain industries for which Rohnert Park would have to make a major investment. The important factor at this stage is to reserve sufficient land for productive uses and employment generators, regardless of jurisdiction, since they all contribute to the regional economy.

It is desirable to control industrial establishments for noise, smoke, odors, dust and dirt, fire hazards, wastes, radiation, traffic generation, and of course, appearance. The area East of the Freeway should be reserved for lighter industrial, warehousing and distribution centers. Heavier industries should concentrate West of the Freeway.

IV. Public Facilities and Institutions, Parks and Open Space Areas

A. The College

For many years to come, the State College will be the largest employer in Rohnert Park. The City should not only make efforts to capture the market for residential and commercial uses generated by the College, but make it an integral part of its community and cultural life.

This institution is a fully accredited five year school with programs in the liberal arts, sciences, professional fields, teacher education and management, and new departments and fields as it grows.

The campus, when completed, will consist of twenty-one major buildings, valued at \$75 million. The staff and faculty will number approximately 1,500 with an annual payroll of \$19 million. At the present time, the campus consists of 221 acres, with an eventual enrollment of 10,00 fulltime equivalent students.

An extension program which the College will maintain will reach a six county area.

The problems of access to the College will be discussed in the next chapter.

B. The School System

The now traditional pattern of the 10 acre neighborhood school is changing rapidly. Rohnert Park should be prepared to face changes in the school system teaching arrangements which may, in turn, demand changes in the location and size of schools.

At this time, we consider that the neighborhood school is serving its purpose well, particularly in association with neighborhood parks. The possibility exists though that a school plant will be used for a larger area as neighborhoods mature and birth rates decline.

Ten acre site elementary schools have been distributed according to potential population densities, and suitability of the sites themselves, from a study of the land, and aerial photographs. It is possible that as time passes, different patterns of demand, and availability of land at certain prices will require changes in size and location.

As the residential areas to the North develop, there will be a demand for another Junior High School. The suggested location, in the vicinity of the creeks potential residential area. It is associated with a park, and a high density residential area.

The location of the High School next to the College was a rather poor choice, since this area should have been dedicated to College expansion. Since this plan is being designed after the fact, its role would be to recommend that the necessary traffic and land use controls be adopted to protect the school from encroachments by incompatible uses, and at the same time to minimize congestion at major intersections.

C. Open Space, Conservation, Parks and Recreation, Community Centers

All major recreation parks have been located in association with elementary and Junior High Schools. Some of these parks are also designated as Community Centers. It is important for a city to have some parks which are strictly ornamental, or for passive recreation. The lands surrounding the Civic Center buildings can serve this purpose. There is also an area north of the college designated as a Major City Park, of over 60 acres in size, which can be used for more active recreation, and for which federal funds may be available. The plan also designated several areas as "park strips," to serve as an elegant approach to the Civic Center, or as separators between commercial and residential uses, or as green strips along the freeway, expressway and interchange.

All of these areas should be dedicated to the City, in order to keep uniformity of maintenance. The City should secure free dedications of these areas wherever possible.

Rohnert Park should cooperate with adjacent cities and the County of Sonoma to establish a regional park in the foothills including natural waterways, trees, etc. of sufficient size to provide for a diversity of recreational uses.

Urban Design and Beautification (The specific recommendations of the Citizen's Committee on this facet of the plan are incorporated here)

1. Ordinances, Plans and Administration

A. The City Council, Commissions, and Administration should use all the existing ordinances to the fullest extent to upgrade the quality of design of all new structures and land development.

B. All existing ordinances pertaining to the quality of urban design should be examined as soon as possible and upgraded as necessary, to achieve a higher quality of urban design.

C. An architectural and urban design committee should be organized to review all development, as called for in the Zoning Ordinance, to be reviewed, in turn, by the Planning Director. The committee should be appointed by the City Council and act as an arm of the Planning Commission. Its members should include a licensed and registered architect and a landscape architect (both of whom might well be permanent consultants to the City); and one member each of the Planning Commission, Cultural Arts Commission, and Parks and Recreation Commission or their designees.

D. The City Council should hire as consultants a licensed and registered architect and landscape architect to review plans submitted for architectural review, and to make written recommendations to the Planning Commission in this regard.

E. The City should have prepared a master landscape plan for public areas by a consulting landscape architect whose strength is in knowledge of plant materials and whose characteristic tree planting is heavy and in as natural a setting as possible. The plan should set the philosophy of planting and landscape character of the City.

F. The contract drawings and specifications should be completed for Alicia and Benecia Parks, and the development of the parks should be completed as soon as possible. This effort should extend to the adjacent schools as well.

2. Curbs, Gutters and Sidewalks

Curiously, or perhaps ironically, some of the elements which the committee feels contribute strongly to a more handsome neighborhood are the absence of expensive elements which city policy usually requires that a sub-

divider or developer provide. Such items include sidewalks, curbs and gutters, and wide paved driving and parking lanes in the streets.

The existing subdivision ordinance should be revised to allow for elimination of some of the elements described when feasible, such as in low density developments, and transfer some of the savings to other forms of beautification.

3. Street Width and Landscaped Parking

One of the most ugly and cluttered looking elements the committee reviewed was the very great number of cars parked on the streets, as well as vehicles of all types including campers, trailers, boats and large trucks, especially in residential areas. This prompted the committee to conclude that more of the public right-of-way should be devoted to landscaping, and less of it to pavement. New developments, both residential and commercial, should be designed to reduce or eliminate most on-street parking. Under revised street engineering standards, the width of a typical residential street, minus parking lanes, could be reduced from 36 feet to 24 feet. This additional 12 feet of right-of-way could be used to provide needed street-side landscaping.

Of course, what to do with all the aforementioned vehicles if they cannot be parked in the street is a serious problem; but it is not or cannot be an insurmountable problem. Without going into great detail, it is the very strong recommendation of the committee that the City offer alternatives to the developers, of the following nature:

- A. Provide at least two parking space plus a two-car garage or carport for each dwelling. This is already generally done.
- B. Demand of developers that some garages be placed at the rear of the lot. In some of these cases single lane driveways could accommodate the required spaces. A side benefit of this requirement is the automatic greater space between homes, thus achieving a more open neighborhood.
- C. Recommend that developers provide for the possibility of having access to the back yard area for parking boats, trailers, etc. This should again be required on at least some of the lots.
- D. Require varying setbacks, thus allowing for some homes to have deeper driveways and thus park cars deeper into the lot.
- E. Experiment with some subdivision to provide alleys with garages facing them.
- F. Require "mini-parking" lots or bays, as necessary, to allow for guest parking when it goes beyond the

normal four spaces per dwelling (including two covered spaces) limitation. Such bays could be placed in the middle of an overage block, replacing one lot, or perhaps in the middle of a street or in the center of an enlarged cul-de-sac.

Of course, in all of the above suggestions, it is assumed that heavy landscaping should be required, as necessary, to screen the parking areas.

In existing residential areas, portions of street-side parking could be replaced by landscaped planting areas. This interspersing of trees and shrubs between parking bays could add immediate interest to our residential streets.

Commercial parking lots void of trees (such as the Rohnert Park Shopping Center) must cease to exist. New commercial developments must be landscaped to provide trees not only around the perimeter, but also within the body of the parking areas. Planting materials should also be placed to shield service areas from surrounding properties. Large, hot, glaring expanses of asphalt detract from the general appearance of the community. Shoppers prefer cool, tree shaded centers, such as Northgate Center, Unit 1 and will go out of their way to shop where landscaping and other amenities delight their visual senses.

Owners of existing shopping areas should be encouraged by the City to plant trees and other plants within their parking lots and service areas. Not only will this aesthetically benefit the City and the centers, but the owners may well find this to be inexpensive insurance against future deterioration of both the business climate within the centers and of the centers themselves.

4. Street Design and Aesthetics

Cities are viewed primarily from a street-side position. Consequently, this is where beautification must begin. Curving, winding streets project intimacy and interest into a neighborhood. Additionally, they can slow traffic to a safe rate of speed, and help to break the monotony of row upon row of garage doors and house fronts, all set uniformly distant from the street edge.

Rohnert Park's curvilinear street design must not only be retained, it must be improved upon. Unfortunately, present streets have too great a radius of curvature to be interesting. Adrian Drive is an example of this. It curves sufficiently to be dangerous, but insufficiently to improve or enhance the appearance of the neighborhood.

Streets in the new development should wind among the homes, thus minimizing the appearance of row upon row of "ticky-tacky". Additional use of cul-de-sac streets should be encouraged to eliminate thru traffic in the residential neighborhoods.

G. Civic Center and Library

The Civic Center was located in a central, easily accessible place and in a special circular park setting to emphasize its aesthetic qualities.

This should be one of the features that will give the City a strong identity and one of the foundations for civic pride.

The center design contains all possible future public buildings that will serve Rohnert Park, including a City Hall, Library, Auditorium which can serve as council chambers, Health Center, Municipal Court and Fire Station. There is also a portion of land reserved for possible Federal and State facilities in case they are needed in the future, otherwise, the proposed design allows these areas to remain as ornamental parks. (See detailed site plan.)

H. Public Safety Facilities

Fire and police protection station sites have been designated in the map close to high intensity and high population density uses. The locations of these stations have also been determined to give coverage to all parts of the community and easy access to major arterials.

I. Corporation Yard

The City already owns a site for this purpose in an area designated for business services.

This location seems appropriate at this time, although it may need high fencing and landscaping when the surrounding area develops.

J. Sewer Lines and Effluent Treatment

The present network of sewer mains and treatment in the City were designed to accommodate urbanization within the existing city limits. Since then, the State College, the town of Cotati, and a large annexation to the West of the Freeway have been added to the system. Present plans recommended by the Regional Water Quality Control Board call for the consolidation of all this basin's effluent into the Llano Plant, presently administered by the City of Santa Rosa, this in order to regulate the flow of treated effluent into the Laguna de Santa Rosa between Summer and Winter.

The present Rohnert Park Plant will eventually become a holding operation; in the meantime, its present capacity needs to be expanded temporarily to serve developments where commitments for service had been made.

Financing of the major trunk to the Llano Plant will require large amounts of Federal and State funds to implement the program.

Instead of waiting for the homeowner to request that a tree be planted, the City should take positive action to approach individual owners, suggesting a location, time, and date for the city crews to plant a specific tree or trees.

Heavy tree-planting is specially needed along the Freeway from Southwest Boulevard to the Wilfred overpass. Such a thick screen would help to reduce the transmission of Freeway noise, screen various somewhat unsightly areas, and provide both the traveler and people living and working along Commerce Boulevard with the serenity of a natural element in the midst of the quick pace of freeway travel, work and everyday activities.

7. Improving Existing Development

Much can be done to upgrade the appearance of several elements in the community. In addition to an extensive tree-planting program, various incentives to homeowners to make improvements to their properties could be initiated by the City and by civic organizations. Awards of a substantial nature for such improvements could be made, along with specific recognition of the individual.

The City should publicize that the weed abatement ordinance will be strictly enforced. If property owners allow weeds and property decay to become a public nuisance, they should be notified by the City and cited. This must be a consistent campaign.

An anti-litter campaign should be established. While the streets are reasonably clean, the shopping areas display an array of wrappers, cans, and trash for all to see. Even worse - the swimming pools, ball diamonds and other park areas become littered after almost all athletic events. It is recommended that the organizations that operate the refreshment booths run the campaign to keep the litter out of the parks.

Many of the above recommendations mean additional expenditure. The Planning Commission, with the assistance of the City Manager, should look into the City's budget to see what changes can possibly be made to implement recommendations of the committee.

D. The Golf Course

Although this facility may have been developed prematurely in terms of financial success, it is important for the City to preserve it and maintain it. Land use patterns have been designed around the golf course so as to increase its use and enjoyment by a greater number of people, and to improve its financial possibilities by development of tourist oriented facilities next to it.

E. Open Space and Conservation Policy

Because Rohnert Park is a young city occupying a relatively small area of the Santa Rosa Plain, it does not have direct jurisdiction over significant natural assets at this time, and based on the recent Council decision of not extending the city's urban services to the East in the foreseeable future, control of the major open spaces in the area rest with the County of Sonoma. The County has prepared a series of goals regarding this element of the general plan, which the Rohnert Park City Council endorsed when it applies to neighboring or influencing Rohnert Park. So, for practical purposes, goals and policies governing open space outside the City Limits are those adopted by the County of Sonoma, which are in the appendix.

F. Open Space and Conservation Inside the City Limits

In addition to the recommendations for landscaping and beautification by the Citizens' Committee, the general plan establishes the general location and extent of urban parks, schools, flood control channels and other public areas. The zoning and subdivision ordinances also establish the proportions of private open space to be associated with developments. Public parks and schools are designated for each neighborhood in conjunction with the waterways wherever possible.

There are no major natural assets of importance in Rohnert Park associated with scarce or significant plant and animal life. Conservation measures should be aimed mainly at enhancing the existing man-made assets as recommended above. This includes the golf course.

The City imposes a capital improvement tax on new developments for the acquisition and construction of parks and recreational facilities. The City recognizes that public agencies are not the only entities making decisions on matters of land use and open space, and that a continuous exchange of ideas and working of solutions of mutual benefit with the private sector are essential to achieve objectives.

The City will participate with its fair share on any major regional park or open space facility which may be acquired on a common or district basis by the County and neighboring cities.

The current policy of developing neighborhood parks containing swimming pools adjacent to school sites should be continued.

The policy of the City shall be to link parks and open space together, specifically those areas which are connected by green belts, landscaped watercourses, such as Hinebaugh Creek and Copeland Creek, walking paths, bicycle paths, and bicycle trails. The goal of this type of development is to provide means whereby citizens may meander and traverse from one recreation area to another without major exposure to heavily traveled streets.

In new residential subdivisions it is strongly recommended that the City return to the development of "old-fashioned" tree-lawns or parkways between the street paving and sidewalks.

These areas should be a minimum of six feet wide, so as to accommodate street tree planting, easily. This will also add to the safety of pedestrians and children who, in this system, are separated better from vehicles and bicycles in the streets.

Various necessary signs and utility poles should be better located. At present these elements are either located in the sidewalks, thus reducing the effective use of the walk and actually creating a hazard for the pedestrian or they are installed in people's landscaped yards, creating an ugly appearance. The committee recommends that such elements be installed at the curb and the sidewalk widened sufficiently at that point for safe pedestrian usage.

5. Signs

Garish neon and brightly lighted plastic billboard type signs must be eliminated. A campaign to improve the quality of commercial signing should start with the elimination of the monstrous "Rohnert Park" sign adjacent to Commerce Boulevard.

Commercial billboards adjacent to U.S. 101 should be eliminated and replaced by heavy tree plantings. Merchants should be approached and asked to eliminate the clutter of paper pricing signs in their store windows.

Signing in the industrial areas should not be designed to attract motorists traveling at high speed on the adjacent highway. Instead, it should tastefully serve to identify businesses to patrons driving within the confines of the industrial park.

6. Trees

Rohnert Park is long overdue in enacting an effective tree ordinance and tree planting program. The primary goal of the tree ordinance should be a city with streets so well lined that roads become tree covered vaults, and sidewalks forest pathways.

New residential developments should be required to submit a street landscaping plan describing species, placement, and planting size. Obviously, this plan would have to conform to a city "master plan" for tree planting. (See I.E. - Ordinances, etc.)

Existing residential areas should be surveyed, street by street. Areas noticeably lacking in attractive street trees should be noted, and a plan implemented to correct the deficiency.

K. Water

Adequate provisions and tests should be made to reserve new sites for water wells to supply service to the ultimate holding capacity of the planning area. Forest and land conservation measures should be adopted for the hillsides.

The City's supply of ground water is an excellent natural resource which is presently available at a lower cost than water from the Sonoma County Water Agency. Because of the economic advantages of the City's present well system, care should be taken to minimize the possible adverse affect of urbanization on the rate of recharge of this valuable resource.

The City should continue to develop its water system as recommended in the October 1968 report on storage requirements prepared for the City by Consulting Engineer M. Hudis. The City should also continue its efforts to alter the arrangements for the purchase of additional water from the Sonoma County Water Agency as suggested in the Draft Proposal of the Sonoma County Water Agency Water System Augmentation presently being considered. These two latter documents are recognized as formal and integral parts of the water utilization portion of the Conservation Element of this General Plan. An aggressive water conservation program should be implemented to solicit citizen cooperation in conserving water to avoid the possibility of having to eventually meter single family residential homes.

L. Surface and Storm Drainage

The recent rains showed that the existing creeks and major flood control channels can handle heavy and continuous rains, but some flat lands to the North have poor drainage into the major channels. When the projected channel work is completed this problem is expected to subside.

The Sonoma County Flood Control and Water Conservation District has prepared a drainage plan which covers the main water courses flowing through Rohnert Park. Financing of the system will be from assessment of the lands benefited.

We recommend at this time that the rest of the waters flowing from the hills into the Rohnert Park Plain, be collected as much as possible to the East of Petaluma Hill Road in order to save several expensive bridges.

Through the implementation of the Hinebaugh Creek Drainage Plan and the Copeland Creek Drainage Facilities Plan the City has taken a major step in making certain that the Major drainage ways are developed as landscaped channels which can be used for passive recreation and other uses in addition to drainage. The City should exert its influence on the Sonoma County Water Agency to maintain these landscaped installations in an appropriate manner commensurate with the very large investment that has been made to build this

drainage system.

M. Other Utilities

With the new State legislation requiring underground extensions of electric, telephone and T.V. cables, a major contribution to the aesthetic character of cities has been made.

V. The Circulation System

Most of the major traffic movement channels of Rohnert Park have been determined before the development of this plan. Our task has been one of perfecting and adding to the present system in order to develop a cohesive network.

In highly developed, high density cities, the main traffic problems are congestion, especially at major intersections and parking.

In suburban cities, and sparsely developed, low density areas, the main problem is one of excess of streets and high expenditures on streets to serve relatively few dwelling units and establishments.

The master plan has to consider both short-run and long-run stages of development, and help in the programming of street construction so as to avoid inefficient use of private and public funds. The early securing of rights-of-way for future major streets is of paramount importance. A program of acquisition should be coordinated with the Sonoma County Road Department, which has had great foresight in this endeavor.

On the other side of the problem, the strict adherence to long cherished "standards" of street design have contributed to make the American city and suburb a highly uniform place, and inefficient in the use of land. The presently developed area of Rohnert Park is a classic example of this.

The City should not be afraid to experiment with new concepts, particularly in the arrangement of residential units, where the traditionally wasteful street and parking patterns can be replaced, as long as safety and convenience are not in jeopardy.

Streets and Highways

(Main roads have been designated by their names where they already exist, and by code letters and number where they are projected, proposed, or not yet in existence.)

A. U.S. 101, Freeway and Interchanges

The Freeway serves Rohnert Park through three interchanges, two of which are already present but are not very satisfactory in their design.

The Wilfred Avenue Interchange has a rather awkward design, the reason that more problems have not emerged from this

situation is because the land uses surrounding this interchange do not generate much traffic. In the next ten years the congestion around this interchange and nearby intersections may grow to a point where new land acquisitions will need to be made to accommodate traffic.

The plan suggests an overpass at Transport Avenue, immediately South of the Wilfred Interchange which will alleviate future frictions. It is recommended that the City requests the Division of Highways to redesign this interchange especially the elimination of a left turn in front of the off-ramp, and a longer acceleration ramp.

The Gravenstein Highway Interchange has been for a long time the only Freeway connection serving the developed area of Rohnert Park. The approaches to this interchange are also very cumbersome, particularly the connection to Southwest Boulevard. A program of expansion and redesign of this connection should be completed to standards similar in design to Southwest and Commerce Boulevards.

The main interchange, designated in the map as Rohnert Park Interchange, which connects the Freeway with the Expressway will develop into the hub of the City in the next decade. There is already some lack of foresight in the design of the approaches to this interchange: Commerce Boulevard is too close to the Freeway ramps. This may develop into a future problem of stacking for left turns. The design for the West side of the interchange has taken into account this problem, and the frontage road alignment has been moved 150 feet farther West.

The land uses, and the ingress and egress from commercial establishments near this interchange should be carefully studied and controlled to avoid heavy congestion.

By 1980 the portion of freeway between Cotati and Santa Rosa should be widened to six lanes. At the present time, the City should call on the Division of Highways to improve the landscaping along both sides of the Freeway, for the location of all the interchanges and overpasses in the area have already been determined, and new construction will not interfere with growing plants if properly placed.

The Expressway

The Rohnert Park Expressway may seem to many a premature improvement at this time, but this new facility will not only ease traffic on Southwest Boulevard and East Cotati Avenue, but it will open a very large and important portion of the City to new investment and new housing.

Since there will be only right turns permitted at the intersections of the Expressway and other major arterials, the plan has been designed to take this into account. Specifically, the overpass of the Expressway over the railroad tracks should leave enough clearance for Transport Avenue to cross parallel with the railroad. Because of the limited crossings in the

Expressway, there are several roads in the circulation plan which have been designed to provide quick alternative crossings. These roads are designated as Cdb-2, CC-2, and CC-3 or Country Club Drive.

Good fencing should be required of the properties backing on the Expressway, and at the same time, the City should provide good landscaping against the fences.

Extensive landscaping should be provided in the area of the Expressway Interchange as has been done by the Division of Highways on U.S. 101 at the Highway 12 Interchange. Efforts should be made by the City to have the State Division of Highways prepare and implement an appropriate landscape plan for this interchange.

B. Major and Secondary Arterials

Existing Roads

Southwest Boulevard 86' R/W

This is today the City's main arterial. After the railroad crossing was obtained for this street it will become over the years, a heavily travelled way since there are only two more crossings for the entire urban area.

A bikeway is recommended for its entire length between Commerce Boulevard and the College.

East Cotati Avenue 86'

Being the main access to the College, and being the closest public street to the major parking lots within the College, this thoroughfare may carry more traffic at peak hours than the portion of the Expressway parallel with the College.

There is already a need for traffic controls at the College's South gate, and at the intersections of Snyder Lane and Petaluma Hill Road. To alleviate some of the potential congestion at the South gate, it is recommended that the College develop parking facilities for students and visitors perhaps by acquiring the large empty lands to the West of the College all the way to Snyder Lane.

Snyder Lane 86'

The plan considers this street a limited access road. Driveways should only be permitted along its course only when properties cannot be served from any other street. The only significant problems that this street presents are at its two ends: There is a need for expansion and traffic controls at the intersection of East Cotati, and regarding the expansion at the intersection with Petaluma Hill Road in the extreme North.

Ingress and egress from the High School should be controlled by a median strip, to divert this traffic away from residential areas to the West.

Petaluma Hill Road 80'+

This street should be also a limited access road. There are several subdivision patterns, especially in the Canon Manor area, where there are too many streets and potential driveways fronting on this thoroughfare. The County is presently improving this road to higher standards. The road is also designated a State bikeway.

Intersections on this road should be of the "T" type, spaced at least 250' apart, and crossings should be directly opposite.

There should not be any intersections or driveways within 500 feet of the crossing of this road and the Expressway.

Creek diversions should be made East of this road wherever possible, to minimize the construction of expensive bridges.

Commerce Boulevard 80'+

There are three important problems that may develop from the present alignment of this road: 1) There is a very narrow strip of land between the Freeway and the Boulevard; the tendency will be for establishments to build walls which may reach all the way to the Freeway fence. It is superfluous to say that this alone way give the City an undesirable aesthetic character. The City should take immediate steps to prevent construction from taking place on this narrow strip, and through trades, or other incentives, compensate the owners. These strips should be converted into planted areas, to beautify the entire city front along the Freeway. 2) There is a potentially congested intersection at the Wilfred-Golf Course Drive Interchange. A renewed effort should be made with the railroad and the Division of Highways to redesign this area to accommodate heavy traffic volumes. 3) The present pattern of ownerships fronting on Commerce Boulevard suggest that street Cbd-1 should continue directly to intersect the Boulevard; this would make a blind intersection. If it is at all possible, Cbd-1 should intersect Commerce on the outside of the curve to increase visibility and convenience of turns.

Transport Avenue 80'

This street has been designed to connect and serve the two major portions of industrial and heavy commercial land use. Several streets in the Wilfred area have been re-routed so all the industrial uses will front on Transport. There may be a need for a future right turn into Commerce Boulevard directly North of the overpass. The intersection with Southwest Boulevard should be as far West of the railroad as possible. Transport Avenue should connect to Stony Point Road at the West end.

South Santa Rosa Avenue 80'+

This road has been realigned to allow the building of the Rohnert Park Interchange. Better traffic controls should be established at Wilfred Avenue, to allow easier flow on and off the Freeway.

Projected Roads:

Golf Course Drive - Baumgardner - Crane Canyon Road 80'+

This road has been designed to provide a direct connection between the Wilfred Interchange on 101 and Bennett Valley. This street will become a major county thoroughfare as soon as it is built. The width should be sufficient to make use of gasoline tax funds for its construction. This will be of particular importance to this road since there are several schools and the golf course being served by it.

This street could also become a scenic drive within the State system, and thus, be eligible for additional funds to build a median landscaped area and other beautification features, as well as a bikeway.

Millbrae Avenue and Wilfred Avenue 60'+

These streets, together with the entire neighborhood they serve, have very serious access, drainage and land use problems. A special study should be made for this neighborhood which has all the prospects of becoming a slum if higher residential densities are allowed to develop.

Hellman Lane - Whistler Avenue 60'

There seems to be a potential need to connect these two streets. This will close the network bordering the City, since the only two points where these areas connect today are the frontage road, and Stony Point Road farther West. The alignment of this connection has been made to save bridges over the creeks and the Expressway.

C. Local Roads 50' - 60'

Existing Roads

The existing local roads of Rohnert Park have the traditional pattern of most subdivisions; in their effort to get as many lots as possible, subdividers have produced a pattern with a large number of intersections, and extra cul-de-sacs at the 90° turns. A more elegant street system could be designed for the remaining residential areas of the City.

Adrian Drive

This street is already carrying too much traffic for its size. Consideration should be given to eliminating parking on one side to accommodate a bikeway.

The other local streets already built do not present any other major problem in the foreseeable future.

Projected Roads

The proposed roads for the future residential areas are shown on the map. They are of a more elegant design than today's patterns.

Parking

Although Rohnert Park may never suffer the parking problems of cities like San Francisco, it is important that the City maintains not only adherence to the parking ratios required by the Zoning Ordinance, but to study carefully each proposal to assure that all the parking provided is easily accessible to the establishments to be served.

At this time there does not seem to be any pressing parking problem with the exception of the College.

The central commercial areas of the City are not expected to develop in the same manner as old Central Business Districts.

Other Transportation

1. The Railroad

It is quite vital to the economic life of a city to have rail service, even though its importance has decreased over the past 20 years. Railroads have always been a mixture of blessings and problems; in the case of Rohnert Park, where the railroad was there before the city, it has been difficult to obtain crossings and, of course, there is the night noise problem. Homes near the railroad tracks should be heavily insulated. The recommendations in the Noise Element should be taken into consideration when approving residential development adjacent to the railroad tracks.

2. Buses

The circulation system map designates the area between the Expressway and Hinebaugh Creek as the most adequate location for a transportation terminal for buses, and perhaps a helicopter. Parking areas could be easily provided across Transport Avenue, and across the creek. The golf course should serve as an open approach for landings, and the site is directly accessible to the Expressway

VI. Bikeway Development Program

Introduction

Over the past ten years the bicycle has grown in stature far beyond the expectations of cycling fadists and laymen alike. Across the nation more and more people have been turning to the bicycle not only for recreation but as an alternative to the automobile. Because most highways and streets were designed to accommodate auto traffic and few alternative routes were available to the cyclist, the inevitable conflict ensued. The motorist resented the threat to his domain while many bicycle riders became paranoid about "mixing it up" with the automobile on busy streets. The result, of course, has been bikeway planning both at the State and local levels. Communities throughout the country and

particularly in California have been responding to the needs of a rapidly expanding bicycle population. In some cities, especially "college towns" such as Davis, the response had to be a rapid and at the same time an innovative one; Davis was equal to the task. The Davis Bikeway Plan has been the one most emulated by other communities in California.

Because much has been done by Davis and other communities in northern California -- Palo Alto, Berkeley and Santa Rosa -- the most logical step in researching a bikeway system for Rohnert Park was an investigation of what was done in these cities. This research proved invaluable in identifying common denominators. Some problems are the same in all cities, therefore, methods for their solution can be similar.

Findings

Questionnaires were circulated in these communities to determine attitudes and preferences as far as bikeway planning was concerned. The parallels were striking.

1. In every case an overwhelming majority of respondents favored bikeway system. This included both cyclists and motorists (92% in Santa Rosa).
2. Four different types of bicycle riding were identified: neighborhood riding, commute riding, recreational riding and health or exercise riding. In most cases recreation riding was mentioned most often but a large percentage of respondents did neighborhood and commute riding as well.
3. The most direct routes were preferred and utilized even if this meant cycling on major traffic arteries. It is a truism that traveling two minutes out of one's way in an automobile is not critical but on a bicycle it can mean a major effort. It was found that cyclists will not go two blocks out of their way to use a bikeway but will use the most direct route instead. Obviously, this is an important point for bikeway planners to consider.
4. Automobile traffic was mentioned as the most inhibiting factor to bicycle riding. Theft was second and the lack of storage facilities was third.

The consistency of these findings in other communities results in a blueprint for other cities including Rohnert Park to follow. The following should be carefully considered.

1. Most cities in California need a bikeway system.
2. The conflicts between automobile and bicycle traffic must be eliminated.
3. Bikeways should be built along the most direct route between nodal areas.

4. Lock-up facilities must be provided in open areas in such a way as to minimize theft.
5. Bicycle riders should be subject to the same traffic laws as automobiles when on public streets.
6. The public safety department should provided information to residents of Rohnert Park regarding the rights of bicycle riders.

The Plan

The bikeway plan for Rohnert Park is a system as opposed to a series of isolated routes. The primary purpose of the system is to safely link nodal areas, that is, areas which are the focal points in the community. Seventeen major centers of activity are connected by the proposed system including schools, parks, shopping centers, City Hall and Sonoma State College (See Figure 1). The system is designed to permit a cyclist to travel in any direction and return to his place of origin without utilizing the same bikelane twice through an interconnected system of loops. In addition, the extension of Snyder Lane north provides a connection to a route which is included on both the State and the Santa Rosa bikeway plans, namely Petaluma Hill Road.

The system consists of thirteen miles of bikeways, seven additional miles are included as possible additions to the system pending further investigation into the use of waterways as bike trails. It should be pointed out that in order to complete the loop system and to connect to Petaluma Hill Road on the north, it was necessary for a portion of the system to be outside the city limits.

Implementation

Both financial and legal considerations are involved in the implementation of the plan. Policy decisions must also be made.

Design Alternatives

The following alternatives have been utilized successfully in other cities and are permitted by State enabling legislation. These typical sections vary widely in their desirability but all are necessary for the plan implementation and, therefore, should be adopted.

Financial Considerations

The design alternatives mentioned above vary in the cost of implementation; those containing berms or bumper blocks are several times as expensive to install. Alternatives A, C, D and F, if utilized, would cost in the neighborhood of \$9,000 per mile for the thirteen mile system or a total of \$117,000. If a combination of alternatives B, E and G are utilized, the total would be approximately \$26,000. However, once feasibility studies

are performed for each portion of the system it is likely that a combination of all of the alternatives will be selected. A more realistic cost estimate is \$60,000 excluding those routes shown as "possible bikeways" on the map. There are several methods available to the City for financing the system.

1. An annual bicycle licensing fee.
2. Bond financing.
3. Allocation of a percentage of capital funds for bikeway financing.
4. Application to the State Park and Recreation Commission for a portion of the annual allocation of \$600,000 for recreation facilities.
5. Any combination of the above.

The Santa Rosa Planning Department has provided the City detailed cost estimates for bikelane construction which have been included in Figure 4.

Legal Steps

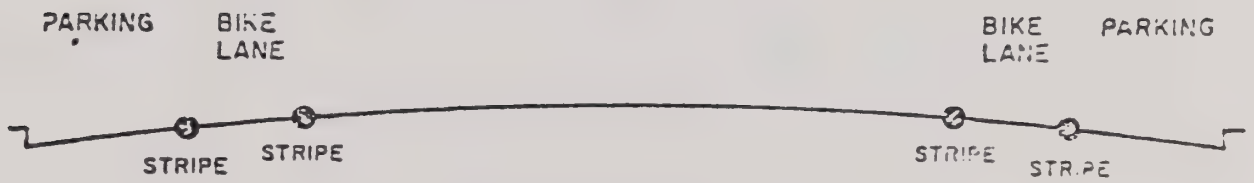
It was determined by the City Attorney of Davis that in order to accommodate all of the elements in the bikeway plan, amendments to the city code were necessary. Appendix I is a copy of those amendments adopted by the Davis City Council. The Rohnert Park City Council should amend the City Code to reflect all of the concepts contained therein.

To facilitate implementation, the following steps should also be taken. Davis has already adopted these steps and Santa Rosa is considering their adoption at the present time.

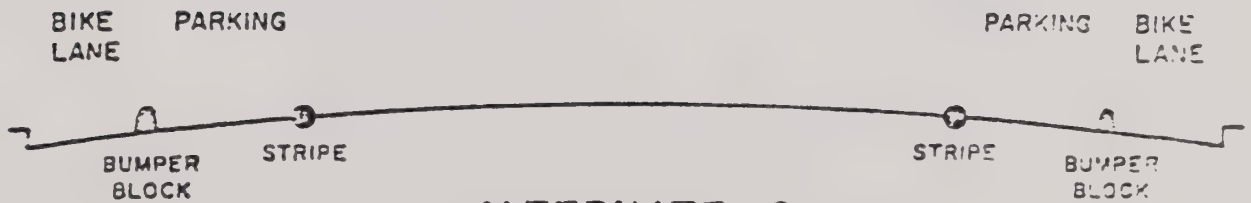
1. The City Subdivision Ordinance should be amended to contain all of the design alternatives previously mentioned.
2. Bikeways should be incorporated into new "plan lines" for the major streets carrying bikeways.
3. Mandate the provision of bikeways in new developments which are part of the system, as a condition of plan approval.
4. Allocate a portion of capital improvement funds for bikeway implementation.
5. Establish an annual bicycle registration fee the revenue from which can be used for bikeway construction and maintenance.
6. Encourage businesses and service clubs to provide storage facilities (bike racks) where needed.



ALTERNATE A



ALTERNATE B



ALTERNATE C

Figure 2

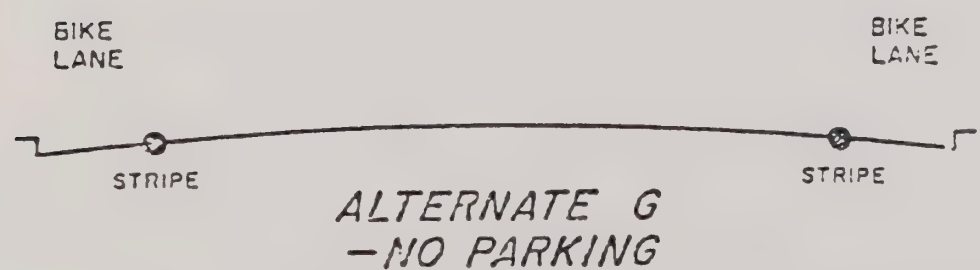
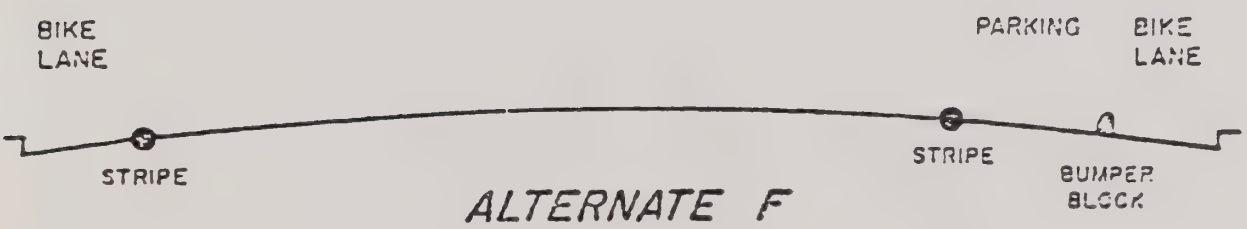
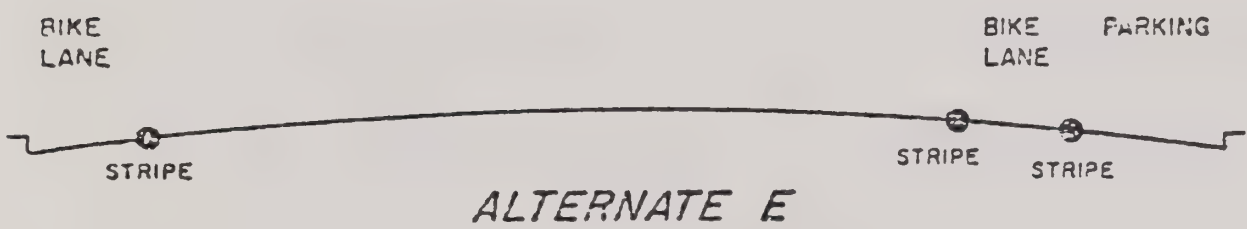
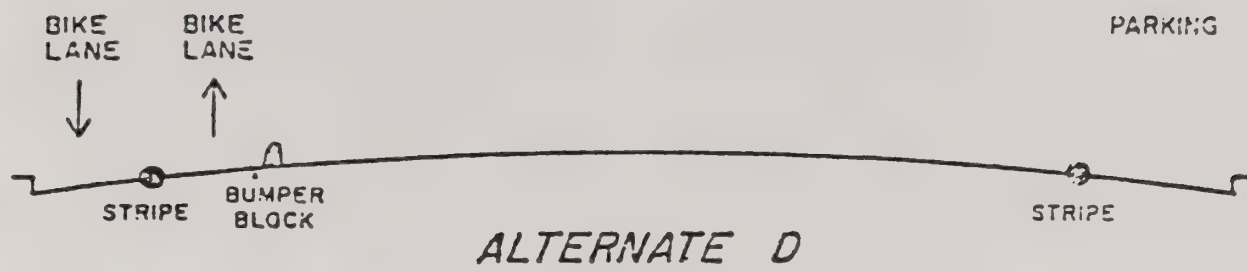
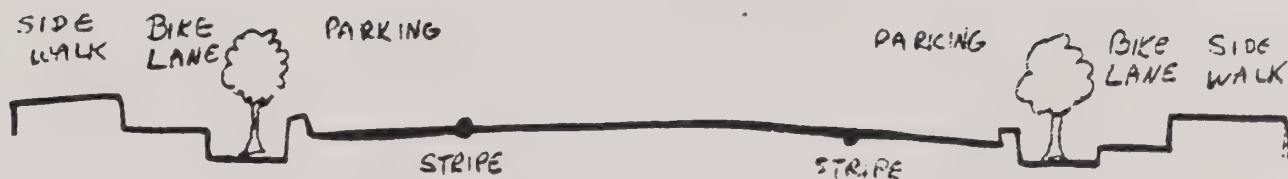


Figure 3



ALTERNATE H

Figure 3A

COSTS ESTIMATES

Alternatives B, D, E and G

<u>Item.</u>		<u>Cost per Mile:</u>
Labor, including layout		\$ 782.00
Materials - Signs	425.50	
Reflective markers	437.00	
Paint	<u>138.00</u>	
	\$1,000.00	1,000.00
Equipment		<u>57.50</u>
Total		\$1,840.00 per mi

Alternatives C and F

<u>Item:</u>		<u>Cost per Mile:</u>
Labor, including layout		\$2,622.00
Materials - curbing	\$5,060.00	
Reflective markers	57.50	
Signs	460.00	
Paint	<u>92.00</u>	
	\$5,666.95	5,667.00
Equipment		<u>104.00</u>
Total		\$8,393.00 per mi

Source: City of Santa Rosa Planning Department.

Figure 4

ARTICLE XIV OF CHAPTER III, TITLE IV OF THE CODE OF THE CITY OF DAVIS, 1964, AS AMENDED, AMENDING SECTIONS 4-3.1713, 4-3.1714, 4-3.1716 and 4-3.1718 THEREOF AND ADDING SECTIONS 4-3.1725 TO 4-3.1732 THERE-TO, RELATING TO THE CREA-TION OF BICYCLE LANES AND THE REGULATION OF BI-CYCLES AND VEHICLES WITH RESPECT THERETO. THE CITY COUNCIL OF THE CITY OF DAVIS DOES HERE-BY ORDAIN AS FOLLOWS:

Section 1:

Section 4-3.1713 of the Code of the City of Davis, 1964, as amended, is amended to read:

SEC. 4-3.1713. TRAFFIC LAWS APPLY TO PERSONS RIDING BICYCLES. Every per-son riding a bicycle upon a street or sidewalk shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this State declaring rules of the road applicable to vehicles or by the ordinances of this City appli-cable to the driver of a ve-hicle, except as to those pro-visions of laws and ordinances which by their nature can have no application, and except as otherwise provided in this Chapter.

Section 2:

Section 4-3.1714 of said Code is amended to read:

SEC. 4-3.1714. OBEDIENCE TO TRAFFIC CONTROL DE-VICES. Any person operating a bicycle shall obey the instruc-tions of official traffic control signs, and other control devices applicable to vehicles and bi-cycles, unless otherwise di-rected by a police officer.

Section 3:

Section 4-3.1716 of said Code is amended to read:

SEC. 4-3.1716. RIDING ON ROADWAYS AND BICYCLE PATHS.

A. Every person operating a bicycle upon a roadway shall ride as near to the right-hand side of the roadway as prac-ticable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

b. Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for exclusive use of bicycles.

Is amended to read:

SEC. 4-3.1718. EMERGING FROM ALLEY OR DRIVEWAY. The operator of a bicycle emerging from an alley, drive-way or building shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians ap-proaching on said sidewalk or sidewalk area, and upon enter-ing a bicycle lane, shall yield the right-of-way to all bicycles approaching on said lane, and upon entering the roadway shall yield the right-of-way to all ve-hicles approaching on said roadway.

Section 5:

Sections 4-3.1725 to 4-3.1732 are hereby added to said Code to provide as follows:

SEC. 4-3.1725. BICYCLE LANES. No person shall ride or operate a bicycle upon a road-way adjacent to which or upon which bicycle lanes have been designated, except within such bicycle lane or except as other-wise permitted by the pro-visions of this chapter.

SEC. 4-3.1726. DIRECTION ALONG BICYCLE LANES. No person shall ride or operate a bicycle within a bicycle lane in any direction except that per-mitted of vehicular traffic traveling on the same side of the roadway; provided, that bi-cycles may proceed either way along a lane where arrows appear on the surface of the lane designating two-way traf-fic.

SEC. 4-3.1727. YIELD AT INTERSECTIONS. Upon ap-proaching an intersection any person riding or operating a bicycle shall yield the right-of-way to all vehicles within or approaching such intersec-tion except that all vehicles which must stop before enter-ing an intersection because of a stop sign and all vehicles making a left-hand turn at an intersection shall not pro-ceed into said intersection nor make such a turn without first yielding the right-of-way to all bicycles within or approaching said intersection and shall proceed only when it is safe to do so.

SEC. 4-3.1728. LEAVING BICYCLE LANE. Once having entered a bicycle lane, no per-son riding or operating a bi-cycle shall leave such lane ex-

leave a bicycle lane upon dis-mounting from a bicycle, walk-ing the same, and being subject then to all laws applicable to pedestrians. Provided, further, that such person may leave the bicycle lane between intersec-tions in order to make a U-turn, where such a turn is permissible for vehicular traf-fic or to turn into drive-ways on the right or left hand sides of the bicycle lane. Upon leaving a bicycle lane, the rider or operator of such bi-cycle shall yield the right-of-way to all vehicles and shall not leave the bicycle lane until it is safe to do so.

SEC. 4-3.1729. WALKING BICYCLE. Bicycles may be walked subject to all provisions of law applicable to pedestrians.

SEC. 4-3.1730. VEHICLES CROSSING BICYCLE PATH. No person shall drive a vehicle upon or across a bicycle lane except to enter a driveway and except to park such vehicle or leave a parking space. No per-son shall drive upon or across a bicycle lane as permitted by this section except after giving the right-of-way to all bicycles within the lane.

SEC. 4-3.1731. DEFINITION OF CURB, RIGHT HAND SIDE OF THE ROADWAY OR SHOULDER OF THE ROADWAY. If a bicycle lane is separated from the traffic lane by a parking lane, then the edge of the bi-cycle lane nearest the center of the roadway shall be deem-ed the equivalent of the "curb" or the "right hand side of the roadway" or the "shoulder of the roadway" or any other word or phrase in this code, or in the state law, provided, which word or phrase refer-ences the extreme right hand side of the roadway. It is the intent of this section that a substitute right hand side of the roadway be created for purposes of compliance with local and state laws which refer-ences the right hand side of the roadway for parking, emergency parking, driving, and all other purposes.

SEC. 4-3.1732. SIGNS. The City Engineer, upon approval of the Traffic Committee, is authorized to erect or place signs upon any street or adja-cent to any street in the City of Davis indicating the exist-ance of a bicycle lane and

bicycles with respect thereto, so long as the same are con-sistent with this chapter. Be-fore such a sign is erected, the subject bicycle lane shall be designated on such street by a raised curb, appropriate painting, reflectorized buttons, or in such other manner as the City Engineer, upon approval of the Traffic Committee shall determine will provide suf-ficient notice of existence of such bicycle lane. When such signs are in place, no person shall disobey the same. Before such a sign is erected or placed, it must be found by the Traffic Committee that without the establishment of a bicycle lane separated from a vehicle lane, the public is endangered.

PASSED AND ADOPTED this 12th day of June, 1967.

KENT GILL
Mayor

ATTEST:
HOWARD L. REESE
City Clerk
DE 874 June 20, 1967

VII. Noise Control Element

Introduction

That noise is a problem in our society today is a widely accepted fact. Officials at all levels of government have reacted to the noise pollution crisis, not only in the United States but throughout the world. This reaction has admittedly often been hasty and with limited knowledge of the complex question of noise. The result has frequently been the enactment of regulations which are difficult to enforce and which have resulted in little or no progress in efforts toward the creation of the "quiet city."

The City of Rohnert Park has taken a positive first step by adopting the League of California Cities Model Noise Ordinance which was based on detailed acoustical and legal investigation in Southern California. However, many have felt, including the State Legislators, that a noise ordinance is not necessarily a panacea. Hence, the mandate to all cities in California - regulate land use and building based in part on noise levels.

Methodology

The Rohnert Park Noise Element was based on research into the following:

1. A detailed analysis of the League's "Quiet City" report.
2. The consistency of the League's report with the findings in other cities, especially Santa Rosa.
3. Present noise levels in Rohnert Park.

Findings in Santa Rosa

For the most part noise levels in Santa Rosa were found to be consistent with those recommended by the League. The exception was in some commercial areas where readings were somewhat higher than those in the League's Model Ordinance. Santa Rosa, therefore, created an "intensive commercial" zone with higher permissible noise levels.

Based on the Santa Rosa experience, it was determined that if Rohnert Park's Noise Ordinance was to be meaningful, noise monitoring throughout the City would be necessary. At the same time this data would be applicable in making general plan recommendations.

Findings: Noise Levels in Rohnert Park

Both weekday and weekend noises were monitored at various times of the day and at various locations throughout the City.* Several dozen readings in and around the City were taken with primary concentration on those areas which could possibly have had noise levels which were inconsistent with the League's recommendations. The attached map illustrates the location and the intensity of noise levels in the community. By and large the readings

* Noise monitoring equipment was borrowed from the City of Santa Rosa.

substantiated the noise levels in the present City Noise Ordinance with two exceptions: (1) The single family residential area south of Arlen Drive near the freeway frontage road had noise levels up to five decibels higher than the acceptable maximum. These levels continued to a distance of approximately 300 feet from the freeway. At this distance noise levels fell to within the range permissible in single family areas. (2) At a distance of fifty feet from the Northwestern Pacific Railroad a reading of 87 db was recorded with a train passing. This sound level is, of course, substantially higher than any permissible noise level in the ordinance.

Recommendations

Noise levels in most areas of Rohnert Park have not yet reached the stage where the public health and safety is endangered. However, as the city becomes larger and busier noise levels effect the quality of life and the livability of an area. The present ordinance, if enforced, can go a long way toward maintaining the high quality of life which exists in the community today. But further steps must be taken to enhance the livability of Rohnert Park and to ensure that as the community grows, noise levels will remain at acceptable levels. With these ideas in mind, Rohnert Park should:

1. Prohibit the development of single family residential units within 300 feet of the freeway. If multi-family dwellings are permitted in this zone, acoustical criteria should be established for regulating such development, i.e. insulation of all exterior walls and ceilings.
2. A 200 foot prohibition zone on either side of the railroad should also be established for single family residences without adequate insulation. A 50 foot zone should be established for multi-family structures. Landscaped buffers should be an integral part of all development plans within this zone and acoustical criteria should be developed as per number one above. The City Zoning and Building Codes should be amended to reflect both of those recommendations.
3. Rohnert Park is a rapidly changing community. As development takes place and traffic increases, ambient noise levels will change accordingly. To keep abreast of these changing conditions, an on-going noise monitoring program should be established and readings taken from time to time in all areas of the community.
4. Police cars should be equipped with monitoring devices for both periodic monitoring and immediate response, day or night, to noise complaints. Initially one noise monitor and one calibrator should suffice. Records should be kept on a worksheet similar to that contained in Appendix I. Periodically, readings should be plotted on a map. This data would prove valuable in case of litigation.

5. The City police should enforce those sections of the California Vehicle Code which relate to motorcycles, automobiles and other forms of vehicular surface traffic. A 50 foot testing area should be set up at City Hall so that vehicles suspected of exceeding acceptable noise levels can be checked.
6. The zoning enforcement officer should receive training in the use of monitoring equipment to enable a response to noise-land use related problems (The League of California Cities "Enforcement Manual" can be used for training purposes).
7. Future noise levels should be plotted on a map based on proposed land uses. Land use conflicts based upon the noise criteria in the Noise Ordinance can be readily seen from this data. Noise contour maps should also be developed.
8. The citizens of Rohnert Park should be informed as to the noise criteria established in the Ordinance. If the community is aware of what is expected of them enforcement is facilitated.
9. The noise ordinance and the noise element of the General Plan should be updated every two years based on the on-going noise monitoring program.

VIII. Seismic Safety Element

Introduction

A seismic safety element consists of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, or to ground failures, according to recently enacted State legislation. The law is clear in that it is addressing only seismic problems and does not consider the host of geologic problems that may not be related to seismic activity such as landslides induced by rain or grading or subsidence of ground not seismically induced etc.

The law defines six terms relating to seismic activity, only two of which apply to Rohnert Park.

1. Ground Shaking - Shaking of the ground as a direct result of fault action. The intensity of shaking is a function of the distance of the site from the epicenter of the earthquake and to the underlying soil and bedrock conditions. If the underlying material is a hard rock formation, the shaking will probably be considerably less than if it is bay mud or alluvial plain.
2. Ground Failures - There are different types of ground failures. Slope instability and soil liquefaction are two examples. Hillsides may be of such a steepness and of such material that a slight earthquake will trigger a landslide. This may be

aggravated by the presence of ground water or slip-planes. Soil liquefaction can take place when the presence of water in the ground and the subsequent shaking effect of the earthquake causes the ground to essentially turn to liquid and lose its strength. This is a prime concern in marsh and tide-lands.*

An earthquake's effects in Rohnert Park may include one or both of the above.

Soil Conditions and Seismic Hazards

Seismic hazards are directly related to soil conditions as well as to faults and other geologic phenomena. Soil conditions help to determine the amount of ground shaking and subsequent damage caused by earthquakes.

An unusual amount of soil data is available for Rohnert Park as a result of the Santa Rosa earthquake of 1969. After the quake, geologists from all over the world made detailed studies of the area to determine various cause and effect relationships. Unfortunately soils were found to be primarily "younger alluvium" which is highly plastic and expansive. Underneath this alluvium are gravel deposits approximately thirty-five feet thick (See Figure 1).

This data has significant implications for Rohnert Park. The Santa Rosa Earthquake of 1969 illustrated severe damage can occur in areas where young alluvium** makes up the surface layer. In fact the areas of severe damage were all underlain by young alluvium in Santa Rosa. The severity of damage was also attributed to the high water table in the area.

Earthquake Faults

There are two faults in close proximity to the City of Rohnert Park according to the California Department of Water Resources. These are the Rodgers Creek Fault to the east and the Tolay Creek fault to the southwest. Neither fault is close enough to the present city limits to necessitate regulations related to hazards generated by fault action (See Figure 2). Of course, we do not know if there are more faults under the alluvial plain.

Conclusions

Rohnert Park is not effected by seismic hazards to the extent that most cities are in California, because the lack of steeply sloping terrain minimizes the dangers associated with other communities in the Bay Area. However, the soil conditions are such that severe damage could occur as a result of ground shaking and ground failures. Therefore, in the interest of public safety, certain basic steps should be taken.

* Source: William Sprangle & Associates, City & Regional Planners

** The softest of all geologic formations.

Recommendations

Codes and policies should be altered to reflect the following:

1. Subdivision Ordinance - Before approval of a plan where major buildings are proposed geologic and soils reports should be submitted to the City. In addition a structural engineer should examine each building site. These regulations would apply to:
 - a. All buildings more than three stories, excluding penthouse and basement as defined by the Uniform Building Code.
 - b. All buildings of 50 feet or more in height.
 - c. All buildings with a high occupancy (private schools, hospitals, auditorium, etc.)
 - d. All buildings whose occupancy is directly related to emergency services - fire and police stations, hospitals, communication centers, etc.
2. Building Code - Should mandate a soils, engineering and geology report for all structures except single family, duplex dwellings or frame buildings under 35 feet in height.
3. Civil Disaster Program - A program should be established to enable rapid and immediate response in case of a severe earthquake or other disaster. In the San Fernando Valley Earthquake of 1971, it was found that disaster relief was inadequate because of:
 - a. Most cities had a good emergency plan but only one person knew how to implement it.
 - b. There was a lack of communication among responsible individuals and agencies designated for disaster relief. The result was a poor priority use of available volunteers and materials.
 - c. Emergency generators were found to require city cooling water for their operation. In a major earthquake it is possible that not only energy sources will be disrupted but that city water mains will be damaged. Therefore, it is imperative that emergency centers such as hospitals, disaster relief headquarters, etc. have an optional cooling system and emergency electric generating system.
 - d. The public must be kept informed of the existing conditions and where relief can be obtained.
 - e. If state and federal aid are requested, it is imperative that a log of operations be maintained as justification for requests for reimbursement.

It is in the realistic creation and preservation of housing for its citizens that a great part of the economic and social health of the community rests.

Some of the great mistakes that were made in the older and larger cities in location, design, and disregard for the residential environment can be avoided in Rohnert Park because it is still in its formative stages.

Although at the time the general plan for the City was adopted there were no Federal and State requirements regarding a housing element, the general plan, when it was conceived, went several steps in that direction.

When compared with the traditional general plans for other communities, the Rohnert Park document already defines the types of housing arrangements that seem best suited for the kind of population composition, economic conditions of the future, and trends in better utilization of the land.

Most of the problems of housing are economic in nature, and this document emphasizes the first importance of this view. Very few of the other problems of housing can be solved, even the whole field of aesthetics, without first considering all the angles from which economic conditions affect housing. Most of the solutions to the problems listed below rely strongly on means of realizing economies in housing development and maintenance, and ways of passing them to residents in the form of lower prices, or more amenities.

Federal and State Requirements

The Federal Housing and Urban Development Act of 1968 offers new programs for the provision of adequate housing for low and moderate income families. The same act also requires that a local agency to qualify for such aid must have a housing element in its general plan as part of an overall workable program for the aid requested, which includes such things as water and sewer systems, parks and open space, and other public and health works.

The California Government Code was also amended to require a housing element as part of local general plans. The Code has defined the housing element as follows:

Standards and plans for the improvement of housing and for provision of adequate sites for housing. This element of the plan shall endeavor to make adequate provision for housing needs of all economic segments of the community.

By September 30, 1969, according to a statement of policy by the State, a local general plan must include a preliminary housing element consisting of the following parts:

1. An identification of housing problems and a preliminary statement of community housing goals.
2. An indication of probable solutions to the problems defined.
3. A detailed work program for preparation of a complete housing plan for all economic segments of the community in accordance with the desires and needs of the community.
4. Evidence of coordination with established regional agencies, housing authorities, citizens groups and producers.

Housing Goals

President Jefferson formulated the first housing goal at the national level 180 years ago: "A decent home for every American Family". Since then, there have been many programs and efforts by the private and the public sectors of the economy to fulfill this objective.

After the movements of the 1960's there seems to be an awareness that there is not such a thing as an affluent society but that we still live in a world of scarcity and that there are not enough resources to fulfill urgent needs of a large segment of the population as fast as is being demanded.

It is at the local level that national goals and national allocation of resources finally take concrete form.

The following is a list of major housing objectives for Rohnert Park which should apply both to the short-run and long-run.

1. Enable anyone who wants to live in Rohnert Park to find a suitable home and environment.
2. Strive for innovation in new housing production as well as a high degree of maintenance of the existing housing stock. There is practically no dilapidated housing in Rohnert Park today, but the type of construction prevalent in the presently developed area of the City requires more careful and continuous maintenance than more expensively built structures.
3. Insure that all present and future housing is served by adequate open space and community facilities.

4. Establish an information system so local builders, realtors and other individuals and organizations involved in making housing available are aware of local and federal programs, innovations and regulations related to housing to be able to serve the users of housing more effectively. The Housing Committee, as provided for by the legislature, could very well become the vehicle for this information system.
5. Make the Housing Committee and active and concerned organization not only to improve the housing environment, but to become a forum of communication among citizens by inviting and promoting wide participation of the residents at large to discuss and solve problems. The topics treated at the Housing Committee's meetings may give the council a good idea of the pulse of the City on many issues and thus anticipate and avoid many problems before they take place.
6. Allow a variety of housing types to be built in Rohnert Park, always with good design and site planning practices in mind.
7. Make a serious attempt to understand what the federal agencies can really do, even in the face of contradictory policies. (Sometimes there are far greater setbacks to the availability of housing and to the health of the local construction industry by restrictions in the supply of money in the market than good done by a special grant or subsidy for a particular housing project).
8. Maintain close contact with county, regional and other agencies to insure that opportunities to use ideas, funds or other beneficial information to improve housing conditions are not wasted.

B. Identification of Current and Potential Problems of Housing and Residential Environment

Many of the problems of housing are beyond the control of local action and beyond the capacity of local resources. Some of these problems can be solved by developing better information and better coordination with other agencies; some can be solved at the national or state levels, (lowering of interest rates, expanding FHA's sphere of activity, etc.) Some of these problems simply cannot be solved, these revolve around the illusions that low cost housing can be produced in large quantities, or that the public can organize for large scale self-help home building.

Among the problems which are likely to be solved by local action are the following:

1. There is a marked need to reduce the cost of home ownership and rental units. The reduction is needed not only in the cost of the unit itself, but in maintenance costs, and in the ever increasing demands from the taxing agencies that depend on property taxes for their existence.

Probable Solutions:

There have been several efforts by the State to give tax relief to property owners, but it has not gone beyond token relief. A concerted effort should be made by the City and the County to make economies in the use of property tax funds. Avoid proliferation of single purpose districts, and study the possibility of merging existing ones should be the concern of the Housing Committee, as well as the possibility of reducing other taxes without curtailment of essential services.

Other means of reducing the cost of home ownership should be explored with producers of housing, labor groups and suppliers of materials.

2. Rohnert Park's residential development pattern is the typical 60 foot street, 60 foot lot suburban design so highly criticized in the high brow media as being sterile, monotonous and wasteful.

Even if the quality and comforts of the typical Rohnert Park house are good by Sonoma County standards some of the criticism has merit because there are examples of other development patterns which provide the same comforts and privacy, with more efficient use of land and utilities and more appealing design.

Probable Solutions:

Follow as closely as possible the land use designations of the general plan which set large amounts of land for other arrangements other than conventional subdivisions. At the same time insure that some of the savings obtained by more efficient land use and building arrangements are filtered down to users of homes and apartments in the form of lower prices, lower maintenance costs, lower municipal operating costs or in the form of more useable open space for recreation.

Allow certain areas of the City to develop with experimental housing schemes and demonstration projects to gain new knowledge of the effect of different building and site planning techniques, and most of all to test public acceptance of different modes of living.

3. The City offers at this time, very limited choices in the price of dwelling units.

Probable Solutions:

Encourage and facilitate the development of housing not only for middle and lower income groups, but also for higher income families that move up the economic scale since many of these residents are likely to leave the City if more substantial housing is not available. Obviously this reduces the demand for personal service jobs in the area and for retail trade.

4. Being a college town, Rohnert Park is faced with the problem of providing housing for students, many of them with very limited means.

Probable Solutions:

The private sector seems to be responding to this demand, but according to the latest college expansion plans this demand is going to be very large over the next five years.

The City and the College should inform land owners and potential investors in the vicinity of the College of the opportunities available for construction of rentals, and at the same time use federal subsidies available for student housing. If temporary quarters of low quality materials are needed during the peak of housing demand, care should be taken that proper landscaping and other code requirements are enforced for these buildings have a way of becoming permanent.

5. The next decade will bring major changes in building and transportation technology. This will demand a great deal of adjustment to traditional ways of using land and materials, and traditional ways and attitudes toward higher population densities and more intense use of public facilities and services.

The building department should keep abreast of important changes in building methods and allow them to take place as soon as their safety and convenience are proven.

If major industries located in the area, the demand for higher residential densities will be coupled with major changes in the capacity of utility systems and the City should prepare for it at that time. The future of the present sewage treatment plant site should be considered for development of industry once the new interceptor is built to the Llano Plant.

6. The next decade will also bring people from all kinds of economic backgrounds seeking housing and employment in the Santa Rosa labor market area. It is important to recognize these facts when the City is in its formative stages, and invite continuous participation of all groups to the discussions and tasks of the housing committee. This will prevent misunderstandings and strife.
7. The quality of the residential environment decreases with additional traffic, industry and waste generation.

The solution to this potential problem rests squarely with the City Council. When deciding the location of certain kinds of land uses the quality of the residential areas should come first. For example: no industry should be allowed to discharge waste or pollutants into the air or streams, or to generate truck traffic and noise to the detriment of living areas. In Rohnert Park the case is particularly important because of the direction of prevailing winds.

8. Open space directly accessible to dwellings has a way of disappearing as development takes place.

Probable Solution:

The City should be strict in not changing the proportions of open space that are usually presented in development plans in order to get zoning approvals for higher residential densities. Open space is an integral part of the residential environment and it should be one of the main concerns of the housing committee. The maintenance of common spaces should be insured either through a condominium or cooperative arrangement, or by dedication to the City as a public park or right-of-way.

9. There is great pressure from lending institutions, developers, and parties interested in the formation of assessment districts, to divide the cost of improvements for development into the maximum possible number of lots. Obviously this is the main reason why the same conventional lot patterns appear again and again even after planning for different building arrangements.

Probable Solution:

Encourage better capitalization of development; if that is not possible, negotiate for distribution of costs of improvement over larger pieces of land which lend themselves better for different dwelling and space arrangements which are more economic in the long-run.

C. Statement of Housing Policy

The solutions to the problems enumerated above constitute the basis for the City's housing policy. In addition, it will be the concern of the housing committee to study and foresee potential problems in this field which have not been detected at this time, and inform the City Council of the possible outcomes.

The City Council and the housing committee will strive to improve and maintain the housing stock of the City and surrounding areas. Provision of sewers and other municipal services should be provided only when certain standards of design and safety are secured and documented.

The City of Rohnert Park welcomes the opportunity to cooperate with other government and private agencies and individuals to develop new ideas in housing design, construction, financing and site arrangements to provide housing for anyone who wishes to make the City his home.

It will be the duty of the City Planning Office to maintain the necessary contacts with other agencies and to gather relevant information regarding housing to enable the Council to make more meaningful decisions.

The zoning and subdivision ordinances, and the building code are sufficiently flexible to provide the legal basis for the kinds of innovations needed to provide better housing.

X. Plan Implementation

In the absence of major fiscal and monetary policy, State and local governments are rather limited in their ability to bring a plan into effect as it is originally conceived.

Since cities don't have any control over the money market, or regional population pressures, they have to rely on land use controls, supply of information, taxation and assessment incentives, extension of municipal services, and persuasion, in order to develop all the facets and requirements of community life.

It is important for the City to establish at this stage the general policies concerning economic development and the character of the environment.

The establishment of industrial and commercial enterprises should be encouraged, with the provision that the City will require certain architectural, landscaping and open space provisions, in addition to parking ratios, building and sign controls. An architectural review committee should be established to report to the Council on all new building proposals. This committee could be composed of one councilman, the city manager, a planning commissioner, and a professional planner or designer.

The City should encourage the development of large groups of buildings, particularly the ones under one ownership, to develop unified architectural themes.

The amount of commercial land and multiple family residential shown in the general plan are somewhat larger than the potential market demand in the near future. This is to allow developers to provide a substantial portion of the land for usable open areas. The City should take this into account, and allow the rezoning of these areas when the conditions of space, parking and landscaping are met. This may be the most significant kind of decisions that the Council can make to bring quality and amenity to the environment.

A. The Supply of Information for Decisions

The very fact that the City has a general plan for future development and that this plan is distributed to potential investors, developers, and other public agencies, is a significant step toward the eventual realization of the plan. As was stated in the introductory notes, the plan will contribute to eliminate uncertainty in investment decisions, especially if the Council is known for adhering to it.

An effort should be made also to maintain an inventory of data on police, fire, schools, parks, utilities, street conditions, and other community facilities; their costs of operation and schedules of availability and completion.

B. Other Administrative Procedures

Referrals

All public agencies are now required by State law to refer to City Councils any planned public improvements, so that their location, purpose and extent can be reviewed to determine their conformity to the general plan. The City should supply copies of their plan to all government agencies, public utilities and special districts, and request continuous referrals of all proposals.

Of particular importance is to maintain close liason with Sonoma County and the Local Agency Formation Commission to finally define what is meant by areas of urban expansion and spheres of influence, and what obligations, if any, does the City have on this matter.

A study and revision of all recent major court decisions regarding zoning, growth, exclusionary policies interpretations and annexations is essential at this time to give the Council more solid legal ground on which to base decisions.

National and State legislation governing the use of land and the environment is changing very rapidly. The present arrangement of having the Planning Director be a member of the County Planning Staff at the same time should be continued not only to relate county planning policies to the city's, but to keep abreast of new legislative development.

Revisions and Future Studies

A recent study was just completed by the Sonoma County Planning Department for the lands East of the city limits. The results of the study appear in a document to be added to this general plan and become part of it, under the name of College Environs Plan. The results of the study were submitted to public hearings and duly incorporated by the Rohnert Park City Council as an amendment to this general plan. The map and text of this study appear at the end.

The general plan covering the area within the city limits may require frequent revisions due to the new State law requirement that zoning classifications must be consistent with the general plan.

It still will be at the discretion of the City Council to determine when amendments to the document will be necessary.

Subdivision and Zoning Regulations

Regulation of new land subdivisions is essential to assure that engineering, improvements, and facilities are provided. It is of special importance to coordinate subdivision and zoning regulations with one another to avoid contradictions or ambiguities. A short term study should be made to check for discrepancies between the ordinances.

The subdivision ordinance has been adopted to help implement the objectives of the general plan. The zoning ordinance has been in existence for some time, and has served as the basic tool for new developments. All land uses should be studied with a view toward protecting them with proper zoning in relation to the general plan; for financing purposes, lending institutions are more likely to underwrite and finance projects where zoning protection is in existence. Present zoning will continue in effect until the time when it is legally amended. It is suggested that changes be made only after careful analysis, even if extra time and effort are needed, such care will prevent hasty changes, and will allow for detailed consideration of individual cases. Rohnert Park has the advantage of having the largest percentage of its land undeveloped; this will enable the City to adapt their ordinances to the plan more readily than older cities, where ordinances are enacted to cure maladies instead of preventing them.

Code Enforcement and Building Maintenance Regulations

Enforcement and upgrading of the building code, and adoption of an ordinance for housing, buildings, and grounds maintenance would check premature obsolescence and the spread of blight. It is suggested that the City of Cotati be made aware of the need and the enforcement of an ordinance of this kind, since the general public is not aware of city limits but has only a general notion of the appearance of an urban area.

Capital Improvement Budgets and Programs

The scheduling of public investments for urban improvements and services is the most effective tool available for realizing the objectives of the general plan.

The Capital Budget should be staged in five or six year intervals, it should establish priorities for specific projects, and should list the effect of each item on operating budgets.

An example of a chart for scheduling capital improvements can be as follows:

<u>Improvement (by departments)</u>	<u>Cost</u>	<u>Source of Funds</u>	<u>Year</u>	<u>Effect on Operating Budgets</u>	<u>Comment</u>
. Purchase of Civic Center Land	\$ 9,000	Gen. Fund	1967	12,000	Land fill & planting
. New City Hall	950,000	Bonds	1980	15,000	Maintenance of building & grounds
. Purchase of Golf Course	--	--	--	--	--
. Street Lighting	--	--	--	--	--
. Expansion of S.T.P.	--	--	--	--	--
. Etc.	--	--	--	--	--

Financing Techniques, Aids and Programs

There are several ways to finance necessary public improvements, depending upon the nature of the facility.

One financing technique presently being used in Berkeley is the levying of a special capital improvements property tax, where all funds received are

earmarked only for projects benefiting specific areas. As assessed valuations and tax revenues grow, the capital improvements levy can be reduced. Rohnert Park has already this kind of fund raising technique for special purposes such as recreation park costs and sewer plant expansion.

Many city halls and civic center buildings in various communities have been obtained on a purchase-lease back plan. This approach should be investigated for possible further use in Rohnert Park.

Several Federal aid programs are available for use in the planning and development of community facilities. These funds include the following:

- . The Water Quality Act of 1965, which provides grants to local governments for new construction, extension and renovation of treatment works, intercepting sewers, outfall sewers and pumping stations. Planning and engineering costs are also available. Applications should be made through the State Water Pollution Control Agency.
- . The Housing and Urban Development Act of 1965 provides up to 50% of the cost of financing basic water and sewer facilities, grants are available through H.U.D.
- . There are also grants up to 50% of the cost of acquiring lands for open space, recreational and historic sites.
- . Neighborhood and Community Centers, Youth Centers, and Health Centers can receive up to 2/3 of the construction costs from the Department of Housing and Urban Development.
- . The State's Streets and Highways Code was amended in 1966 to allow the creation of special assessment districts to convert overhead utilities to underground.
- . The 1911, 1913, and 1915 Improvement District Acts allow the creation of special assessment districts for installing curbs, gutters and sidewalks where needed.
- . The Planning Department should compile a list of the Federal and State aid programs which are actually current; this becomes important after the recent Federal Budget cuts. A list of priorities should be prepared for the use of the Revenue Sharing Program to allocate whatever funds come through where they will bring the most benefit.
- . To promote economic development, property owners, banks and local citizens could develop Small Business Investment Corporations. This kind of enterprise could help create new home

developed industries and many new jobs could be created. Assistance could be obtained from the Small Business Administration to underwrite some of these new ventures.

- . Step-up industrial development advertising and promotion in the Bay Area, the Los Angeles Area, and in national business publications. The Rohnert Park area already has a substantial labor market which could be tapped by new employment centers. The emphasis should be on bringing employment and productive enterprises rather than new population, who would make the City strictly a bedroom community.

C. Continuing Citizen Participation in the Planning Program

The re-establishment of the Planning Commission should contribute greatly to take some of the load from the City Council on decisions of land use, and should help keep a closer check on the many design details that, when added up, amount to the overall quality of design for the entire city. In addition, the participation of citizen groups and other institutions in the area is of paramount importance to plan implementation.

In the long-run, it is the dedication and vision of people who are not afraid of taking responsibilities, that will eventually achieve the goals that we set out at the start.

INTRODUCTION

Recognizing the imperative to consider our relationship to the environment and to husband our limited natural and cultural resources, the Legislature of the State of California has mandated the development and adoption of certain elements as part of the County General Plan. Among the areas which must be covered by general plan elements are open space and conservation.

To assist in meeting those State requirements and providing for the orderly development of the County in those areas mentioned, and in the area of recreation, the Board of Supervisors mandated the Citizens Advisory Committee on Open Space, Conservation and Recreation late in January of this year. The request to participate went out to agricultural, environmental, and certain occupational organizations, to recreation interests, policy and technical advisors from government and any other interested citizens.

In the past months, we have held bi-monthly meetings and heard technical presentations on the status of agriculture in this county, soil types, geologic conditions, legal aspects of open space, and other topics. We have worked in sub committees in six general areas relating to open space, conservation and recreation issues:

1. managed resource production
2. natural and human resources preservation
3. public health, welfare and well-being
4. public safety
5. transportation routes and utility services
6. lands reserved for possible future urban uses

In compliance with the law, we have compiled the following statement of goals and policies which this Committee recommends for the Open Space, Conservation, and Recreation elements of the General Plan. We believe this report to be an important first step with specific details to be developed in the coming year. Our work, when integrated into the Sonoma County General Plan, will be a tool to guide the wise development of the county.

SUMMARY LISTING OF GOALS

GENERAL GOAL

- I. It shall be the goal of Sonoma County to restore and maintain the environment for the economic, recreational, aesthetic, and ecological needs of the public.

GOAL RELATING TO MANAGED RESOURCE PRODUCTION

- II. It shall be the goal of Sonoma County to assure economic diversity by maintaining and protecting those areas which are valuable for the production of forest, agricultural, and mineral products, fresh water, and harvestable fish and game.

GOAL RELATING TO PRESERVATION OF PLANT AND ANIMAL LIFE

- III. It shall be the goal of Sonoma County to assure that its natural biological diversity be preserved for posterity.

GOALS RELATING TO SCENIC AND CULTURAL RESOURCES PRESERVATION

- IV. It shall be the goal of Sonoma County to safeguard and maintain areas of outstanding scenic historic, or cultural value.

GOALS RELATING TO NATURAL ENVIRONMENTAL QUALITY

- V. It shall be the goal of Sonoma County to dispose of and reuse both liquid and solid waste in ways which cause no hazard to health of safety and in ways which are economically efficient, ecologically sound and aesthetically pleasing.
- VI. It shall be the goal of Sonoma County to develop agricultural, industrial, and transportation systems which will minimize air pollution and not result in economic hardship.

GOAL RELATING TO RECREATION

- VII. It shall be the goal of Sonoma County to provide adequate, usable recreational facilities for all of the county's residents and for those people from other areas who may come to Sonoma County for its recreational assets, provided such recreational use is consistent with maintenance of environmental quality.

X. APPENDIX

1. Report of the Sonoma County Citizens Advisory Committee on Open Space, Conservation and Recreation

Adopted by the Rohnert Park City Council as the City's Goals and Policies Applying to Areas Surrounding the City Limits

2. Present and Projected Population Sonoma County, Rohnert Park - Cotati Area

Land Use Acreages

3. Employment and Unemployment in the Santa Rosa Labor Market Area

4. Comparison of Land Use Revenue and Cost for Services

1. Open Space and Conservation Goals and Policies for Areas Surrounding the City Limits.

TABLE OF CONTENTS

INTRODUCTION 1

SUMMARY LISTING OF GOALS 2

STATEMENT OF GOALS AND POLICIES

 GENERAL GOAL AND POLICIES 4

 GOAL AND POLICIES RELATING TO MANAGED RESOURCE PRODUCTION 4

 Policies Relating to Forestry 5

 Policies Relating to Agriculture 5

 Policies Relating to Minerals 5

 Policies Relating to Water 6

 Policies Relating to Harvestable Game & Fish 6

 GOAL AND POLICIES RELATING TO THE PRESERVATION OF PLANT AND ANIMAL LIFE 6

 GOAL AND POLICIES RELATING TO SCENIC AND CULTURAL RESOURCES PRESERVATION 7

 GOALS AND POLICIES RELATING TO NATURAL ENVIRONMENTAL QUALITY 8

 GOAL AND POLICIES RELATING TO RECREATION 9

 GOAL AND POLICIES RELATING TO THE URBAN SETTING AND AESTHETICS 10

 GOAL AND POLICIES RELATING TO PUBLIC SAFETY 10

 Policy Relating to Geologic Hazards 10

 Policies Relating to Flood Hazards 10

 Policy Relating to Fire Hazards 11

 Policies Relating to Airports 11

 GOALS AND POLICIES RELATING TO TRANSPORTATION ROUTES AND UTILITY SERVICES 11

 Policies Relating to Transportation Routes 11

 Policies Relating to Utility Services 12

 GOAL AND POLICY RELATING TO LANDS RESERVED FOR FUTURE DESIGNATION 13

 SOME TOPICS FOR FURTHER STUDY 14

GOAL RELATING TO THE URBAN SETTING AND AESTHETICS

VIII. It shall be the goal of Sonoma County to provide an urban setting of such outstanding quality that urban dwellers will not feel a need to escape to other areas.

GOAL RELATING TO PUBLIC SAFETY

IX. It shall be the goal of Sonoma County to avoid land uses which threaten public safety.

GOAL RELATING TO TRANSPORTATION ROUTES AND UTILITY SERVICES

X. It shall be the goal of Sonoma County to provide facilities which meet the transportation and utility needs of the public and are of high ecological and aesthetic quality.

GOAL RELATING TO LANDS RESERVED FOR FUTURE DESIGNATION

XI. It shall be the goal of Sonoma County to provide for future unforeseen land uses.

STATEMENT OF GOALS AND POLICIES

GENERAL GOAL AND POLICIES

I. It shall be the goal of Sonoma County to restore and maintain the environment for the economic, recreational, aesthetic, and ecological needs of the public.

To this end, it shall be the policy of this county to:

1. Carefully evaluate all proposed uses of land as to their impact on the environment;
2. Give high priority to open space uses of those lands which are especially valuable because they serve more than one open space purpose;
3. Give high priority to open space uses of those lands which are valuable as open space and which, if not protected, would be changed in a way that would preclude their future use as open space;
4. Work for tax and other economic reforms that will make possible the preservation of desired open space. Such reforms should include the ultimate shift away from a tax based on property value to a tax based more on actual land use or, preferably, income;
5. Support by public funds, or other means, any open space held for public welfare which is rendered economically non-viable for private uses by such designation;
6. Recognize that a population growth policy may be implied in the various county policies, and henceforth, to consider such a policy explicitly, along with the social, economic, environmental, and aesthetic changes in community character and institutions which may result from it. Such a policy should attempt to assure that the county incurs only the population growth its residents deem acceptable and can afford to accommodate.

GOAL AND POLICIES RELATING TO MANAGED RESOURCE PRODUCTION

II. It shall be the goal of Sonoma County to assure economic diversity by maintaining and protecting those areas which are valuable for the production of forest, agricultural, and mineral products, fresh water, and harvestable fish and game.

To this end, it shall be the policy of this county to:

Policies Related to Forestry

1. Aid in protecting the timber and environmental values of all forests economically suitable for logging;
2. As far as possible, keep such forest lands in parcels sufficiently large to encourage economical timber production;
3. Encourage reforestation to perpetuate timber production and to protect the land;
4. Require high standards of forest practices in all areas of timber production;
5. Explore the use of forest lands for such multiple purposes as preserving wildlife, hunting, fishing, hiking, or other compatible uses;
6. Give special consideration to the preservation of timber areas that have unique biotic or scenic characteristics;

Policies Related to Agriculture

1. Protect and maintain productive agricultural lands for the value of their products, their contribution to community life, their environmental values;
2. Give priority to areas where agriculture is the predominant industry, including prime lands and those areas most suitable for special crops or activities, recognizing incompatibility of some residential and agricultural uses;
3. Encourage formation or retention of parcel sizes sufficient to protect such agricultural lands and to sustain an economic use;

Policies Related to Minerals

1. Require that mineral-extraction operations be performed in a way that is compatible with surrounding land uses and does not adversely affect the environment, giving particular consideration to the protection of watersheds, water courses, and underground aquifers and aquifer recharge areas;
2. Consider inventories of mineral resource when planning

or approving development and discourage residential, commercial, and industrial development which would be incompatible with proper mining practices;

Policies Related to Water Resource

1. Give highest priority in any consideration of land use to the protection of the water shed and underground aquifers;

Policies Related to Harvestable Game and Fish

1. Evaluate all activities and developments on the coast with the objective of preventing damage to coastal and shore fisheries;
2. Take measures to minimize future damage to fresh-water fisheries and fish habitats and, as far as possible, to repair past damage that has resulted in a decline in the quality of fresh-water sport fishing in the county;
3. Work with other parties towards maximizing hunting and fishing opportunities in the county, while protecting the rights of owners of private property and retaining the diversity of non-game species;
4. Support the maintenance and wise management of adequate populations of game and fish;
5. Support existing harbor and port facilities so as to encourage an active commercial and sport fishing industry in the county.

GOAL AND POLICIES RELATING TO THE PRESERVATION OF PLANT AND ANIMAL LIFE

III. It shall be the goal of Sonoma County to assure that its natural biological diversity be preserved for posterity.

To this end, it shall be the policy of this county to:

1. Assure that all proposed developments will be adequately reviewed with regard to possible adverse or beneficial effects on plant and animal life;
2. Establish a system of permanent Wildlife Habitat Areas. Human uses of these areas should be carefully examined, and construction should not occur within these areas unless it is demonstrated that there will be no unduly

detrimental effects on wildlife. Agricultural and recreational uses could be permitted where appropriate. Wildlife Habitat Areas should include, but not limited to, the following:

- a. Remaining natural stream or river courses including their riparian vegetation and floodplains, except where modification is necessary to protect existing structures;
- b. Natural freshwater and salt marshes;
- c. Estuaries, bays, and mudflats (Use of bays as harbors for fishing vessels and a number of private vessels (that is not detrimental to wildlife values of these areas) should be allowed to continue);
- d. Coastal dune areas, and other coastal areas with unique values for plant and animal life;
- e. All habitats necessary for the preservation of rare or endangered species of animals and plants;
- f. Selected areas of unique significance in the biogeography of North America that are located in the County;
- g. Selected areas of unique significance in the biogeography of California that are located in the County;
- h. Selected areas of unique significance in the biogeography of Sonoma County.

GOAL AND POLICIES RELATING TO SCENIC AND CULTURAL RESOURCES PRESERVATION

IV. It shall be the goal of Sonoma County to safeguard and maintain areas of outstanding scenic, historic, or cultural value.

To this end, it shall be the policy of this county to:

1. Assure the preservation of significant geological features for their educational and scenic value;
2. Where possible, assure that visual access from roads and trails to unique scenic features remain unimpaired by construction of human facilities;
3. Preserve adequate open space around missions, historic settlements and buildings, areas of archeological

significance, and other features important to the human history of the county so that the natural settings of such areas are retained;

4. Preserve significant archeological sites wherever possible.
5. Wherever possible, designate around or near public schools open space that may eventually be developed as natural areas for study by students;
6. Where possible, designate around hospitals, public institutions for the care of handicapped and elderly people, and correctional institutions open space as a way to provide the quiet needed for these institutions, as well as serve recreational needs;
7. Give full consideration to the desires and needs of other public and private institutions for open space.

GOALS AND POLICIES RELATING TO NATURAL ENVIRONMENTAL QUALITY

V. It shall be the goal of Sonoma County to dispose of and reuse both liquid and solid waste in ways which cause no hazard to health or safety and in ways which are economically efficient, ecologically sound and aesthetically pleasing.

VI. It shall be the goal of Sonoma County to develop agricultural, industrial, and transportation systems which will minimize air to be pollution, and not result in economic hardship.

To this end, it shall be the policy of this county to:

1. Consider both liquid and solid waste as resources;
2. Encourage and monitor research and experimentation in the fields of liquid and solid waste disposal and reuse. Such research and experimentation should involve technological, land use, ecological and economic considerations;
3. Enforce existing water quality legislation and regulations;
4. Disseminate information on how water quality control violators may comply with the laws;
5. Explore a policy of providing economic aid on an interim

basis for those segments of the County's population which are critically and adversely affected by stricter enforcement of laws protecting the quality of Sonoma County's water resources;

6. Encourage land use and development patterns which minimize the need for extensive transportation of people to and from their residence to places of work, education, trade, and recreation;
7. Encourage and monitor research and experimentation aimed at developing practical methods of reducing air pollution in the County. Such work should consider transportation systems, energy production and consumption, land use and development patterns, and the role of vegetation in air filtration;
8. Periodically review governmental laws, regulations and policies to determine whether they are consistent with the above goals and policies considering economics and the state of current technology.

GOAL AND POLICIES RELATING TO RECREATION

VII. It shall be the goal of Sonoma County to provide adequate, usable recreational facilities for all of the county's residents and for those people from other areas who may come to Sonoma County for its recreational assets, provided such recreational use is consistent with maintenance of environmental quality.

To this end, it shall be the policy of the county to:

1. Establish trail systems which connect parks, schools, playgrounds, shopping areas, and other public and scenic areas. Some of the trails could make multiple use of transportation and utility corridors (auto, equestrian, pedestrian and bicycle traffic), but those uses should be separate where required for safety and convenience. Other trails could traverse relatively undeveloped areas, but provision should be made to prevent property and ecological damage;
2. Provide diversity in the types of recreational opportunities available throughout the County;
3. Encourage the development and expansion of privately

owned and operated recreational facilities to complement publically owned parks and recreational facilities;

4. Attempt to insure that those people who use publicly supported recreational facilities contribute to the cost of providing those facilities.

GOAL AND POLICIES RELATING TO THE URBAN SETTING AND AESTHETICS

VIII. It shall be the goal of Sonoma County to provide an urban setting of such outstanding quality that urban dwellers will not feel a need to escape to other areas.

To this end, it shall be the policy of the county to:

1. Preserve the identity of the individual urban and sub-urban communities in the County by setting aside areas for various open space uses;
2. Discourage the wasteful land use practice of "urban sprawl" utilizing the concept of compact or delineated growth patterns;
3. Provide visual relief from intense urbanization by using open space areas around and, in some cases, extending into urbanized areas;
4. Reduce noise annoyances by the use of vegetation and open space to separate land uses;
5. Retain the ecological, recreational, and aesthetic benefits of Sonoma County's natural waterways;
6. Encourage the use of native vegetation where planting is used to enhance the natural beauty of the County.

GOAL AND POLICIES RELATING TO PUBLIC SAFETY

IX. It shall be the goal of Sonoma County to avoid land uses which threaten public safety.

To this end, it shall be the policy of Sonoma County to:

Policy Related to Geologic Hazards

1. Assure that population densities and development are kept to a minimum in areas of geologic hazard, such as active fault zones, land slide areas, and certain bay muds.

Policies Related to Flood Hazards

1. Classify as permanent open space those areas where flood hazards exist;

2. Establish adequate setback regulations on streams and cliffs;
3. Regulate development in areas around existing or proposed dams, ponds, or other water impoundments where geologic hazards exist and where failures of such structures would endanger life and property.

Policy Related to Fire Hazards

1. Regulate the density and type of construction in areas designated as critical fire hazard areas, consulting with the appropriate fire services for particular regulations prior to subdivision approval or the issuance of a building permit.

Policies Related to Airports

1. Develop Sonoma County Airport as the only feeder airport in the county capable of handling medium commercial carriers; such carriers would connect with the major regional airports;
2. Maintain the smaller airports in the county as bases for light aircraft only, with appropriate clear zones around these facilities;
3. Establish or increase clear zones to provide adequate safety margins and insure that residential areas are not subjected to excessive noise levels;
4. Avoid residential development in airport approach zones;
5. Restrict development in noise zones established on the basis of decible level.

GOAL AND POLICIES RELATING TO TRANSPORTATION ROUTES AND UTILITY SERVICES

X. It shall be the goal of Sonoma County to provide facilities which meet the transportation and utility needs of the public and are of high ecological and aesthetic quality.

To this end, it shall be the policy of Sonoma County to:

Policies Relating to Transportation Routes

1. Plan proposed transportation routes including major and secondary highways, bicycle and bridle paths to be compatible with natural processes and land forms;
 - a. Geological features including fault zones, slide and

and erosion areas shall be carefully considered;

- b. Prime agricultural land should be avoided when practicable.
2. Treat landscaping as an integral part of transportation construction and emphasize use of native trees and plants;
3. Protect the roadside (scenic corridor) of scenic highways in the county by scenic highway zoning;
4. Plan transportation routes (not necessarily roads) which will provide public access to public lands where practicable;
5. Keep abreast of technology with regard to new modes of transportation with the purpose of upgrading present systems;
6. Review with local agencies and citizens committees the priorities for highway construction or other transportation facilities;
7. Place emphasis on environmental impact statements prior to construction of transportation facilities;
8. Require economic Cost-Benefit studies on proposed major transportation projects;
9. Integrate Sonoma County's public transportation with the regional public transportation systems of other counties;
10. Retain in perpetuity existing railroad rights-of-way for future transportation needs, utility corridors, and recreational uses;
11. Maintain the Petaluma River and Bodega Harbor as potential waterway transportation routes.

Policies Related to Utility Services

1. Adopt a general plan of utility services to supply the needs of the people of Sonoma County for electricity, natural gas, telephone, Cable TV, water and sewer;
2. Consider the particular environment through which proposed public utilities will pass, so as to minimize the disturbance of aesthetic values;
3. Avoid heavily developed residential areas, public

recreation and scenic areas, when routing major transmission lines, where practicable;

4. Encourage continued studies to develop economical methods of installing underground electric transmission lines;
5. Require electrical distribution lines in new residential or commercial areas to be placed underground and establish a plan for converting existing overhead lines to underground facilities where feasible;
6. Require that electric substations and gas control stations be located, designed and landscaped to fit inconspicuously and harmoniously into their surroundings;
7. Encourage the multiple use of transmission line rights-of-way for riding and hiking trails, pedestrian ways, landscaped greenways, parking, park areas and wildlife preserves;
8. Consolidate utilities into common utility corridors whenever practicable;
9. Require Economic Cost-Benefit and environmental impact studies on all proposed aqueducts and trunk sewers well in advance of construction;
10. Consolidate growth in cities and communities to avoid long extensions of water and sewer services.

GOAL AND POLICY RELATING TO LANDS RESERVED FOR FUTURE DESIGNATION

XI. It shall be the goal of Sonoma County to provide for future unforeseen land uses.

To this end, it shall be the policy of Sonoma County to:

1. Reserve appropriate areas of open space for future designation for urban uses of permanent open space, depending upon demonstrated need.

SOME TOPICS FOR FURTHER STUDY

It is the plan of this Citizens Committee to proceed in the next year with more specific work on the Open Space, Conservation and Recreation Elements of the General Plan to implement these goals and policies. There are many areas which we feel require additional study both by ourselves and technical personnel. Although the following is incomplete, it does indicate those studies we feel are desirable. They are:

- A. A study of the appropriate tax reforms and tools available to make possible the preservation of open space;
- B. A study of methods of public compensation to land owners whose property value is reduced or development rights infringed upon by restrictions of the County Plan;
- C. A study of lot split and subdivision ordinances and regulations, with special emphasis on their effect on the preservation of optimum parcel size, to protect forest and agricultural lands and to sustain parcels large enough for economic use;
- D. A detailed study of the recharge system for ground water resources and quality and location of underground aquifers;
- E. A more comprehensive analysis of the geologic hazards of Sonoma County;
- F. A complete analysis of the flood hazards of Sonoma County, including both flood plains (based on elevation) and other areas which have a history of flooding;
- G. A complete inventory of all existing dams, ponds, or similar water impoundments, and diked lands and analysis of the geologic hazards that may influence these structures;
- H. A study identifying areas where critical fire hazard exists or where development could create a critical fire hazard.
- I. A comprehensive study of areas of unique plant and animal life;
- J. An inventory of areas in the county of unique historical interests;

- K. A study of all natural and man made waterways in Sonoma County with consideration given to means and costs of maintaining and restoration of natural stream characteristics.

2. PRESENT AND PROJECTED POPULATION

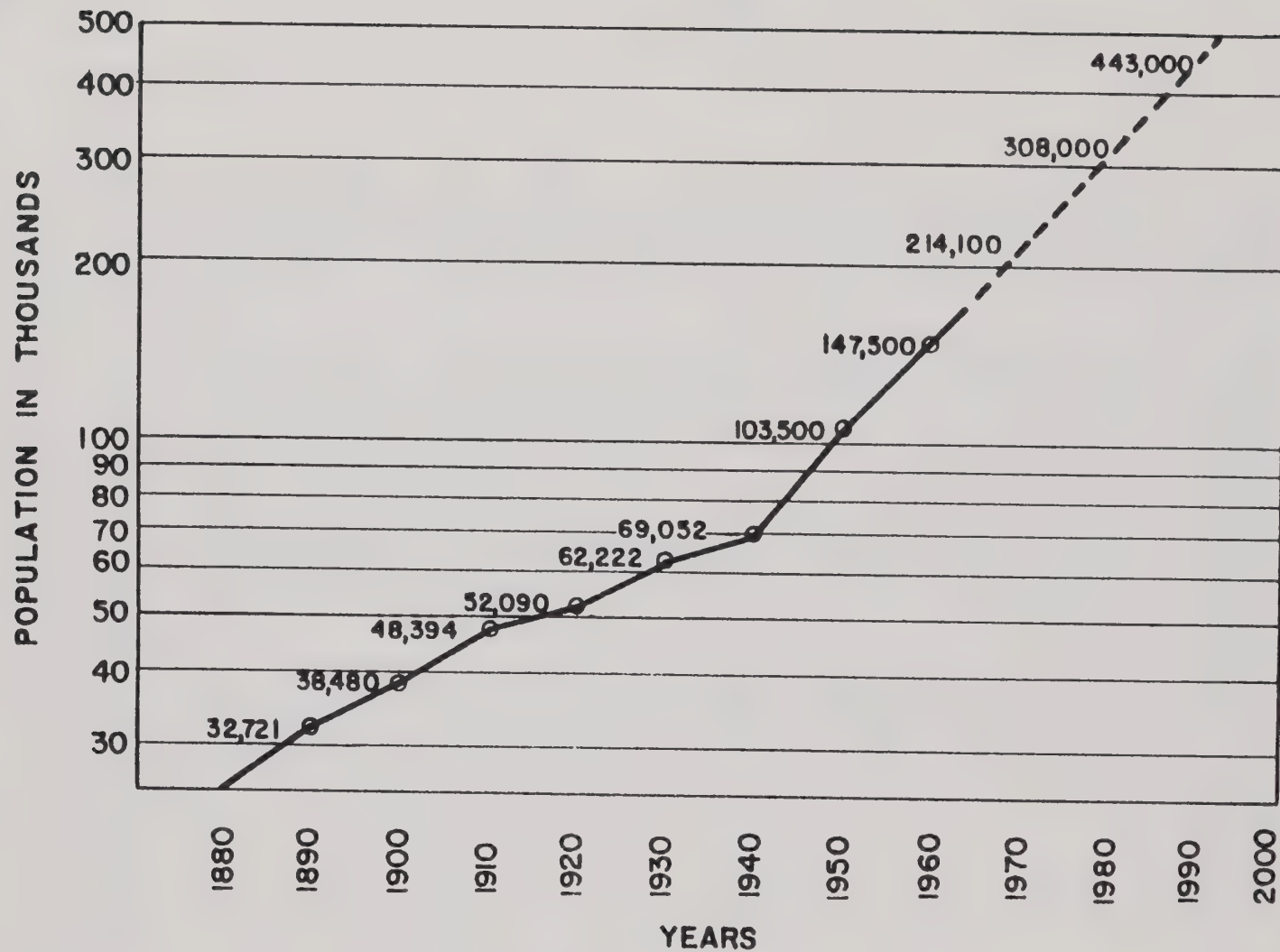
	<u>1972</u>	<u>1975</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2010</u>
Cotati-Rohnert Park	9,650	15,400	22,400	30,000	37,000	44,000	53,000
Students	2,500	5,000	10,500	10,500	10,500	10,500	10,500

LAND USE ACREAGES

	<u>Developed Acres</u>	<u>Undeveloped Acres</u>
Residential	1,800	2,200
Commercial & Distribution	20	260
Industrial	50	350
Community Facilities	<u>*300</u>	<u>250</u>
Total	2,170	3,063

Total Gross Acres = 5,230 Acres

* Includes California State College Sonoma



SONOMA COUNTY POPULATION PROJECTION

PREPARED BY: SONOMA COUNTY PLANNING COMMISSION

3. EMPLOYMENT AND UNEMPLOYMENT

Santa Rosa Metropolitan Area Labor Market Area

	January <u>1973</u>	December <u>1972</u>	November <u>1972</u>	January <u>1972</u>
Civilian labor force	76,800	77,300	77,000	73,800
Unemployment	7,200	6,300	6,300	6,400
Unemployment rate	9.4	8.2	8.2	8.7
Total civilian employment	69,600	71,000	70,700	67,400
Non-agricultural wage and salary workers	54,300	56,000	56,100	51,400
Mineral extraction	300	300	300	200
Construction	2,300	2,700	2,800	2,300
Manufacturing	7,200	7,600	7,900	6,500
Durable goods	4,600	4,800	4,900	4,000
Lumber and wood	1,900	2,100	2,100	1,800
Other durable goods	2,700	2,700	2,800	2,200
Nondurable goods	2,600	2,800	3,000	2,500
Food and kindred products	1,700	1,900	2,100	1,700
Other nondurable goods	900	900	900	800
Transportation, communication, and utilities	2,700	2,800	2,800	2,700
Trade	13,500	14,200	13,800	12,900
Wholesale	2,300	2,400	2,400	2,100
Retail	11,200	11,800	11,400	10,800
Finance, insurance and real estate	3,500	3,500	3,500	3,200
Services	9,700	9,700	9,800	9,300
Government (a)	15,100	15,200	15,200	14,300
Other non-agricultural employment (b)	10,700	10,700	10,800	10,700
Agriculture	4,600	4,300	3,800	5,300

(a) Includes all civilian employees of Federal, State, and local governments, regardless of the activity in which the employees are engaged.

(b) Includes employers, self-employed workers, unpaid family workers, and domestic servants.

Prepared by: Northern California Employment Data and Research

4. COMPARISON OF LAND USE REVENUE AND COSTS FOR SERVICES

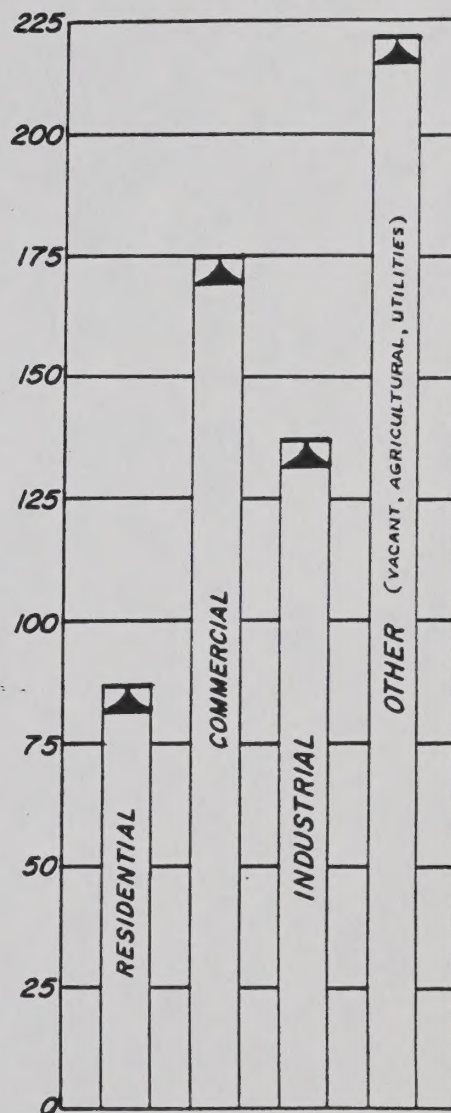
PERCENTAGE OF TOTAL TAX REVENUE REQUIRED TO PROVIDE SERVICES FOR :

RESIDENTIAL LAND USES	79.87%
COMMERCIAL LAND USES	10.38%
INDUSTRIAL LAND USES	7.23%
OTHER LAND USES (AGRICULTURAL, VACANT, UTILITIES)	2.52%

PERCENTAGE OF TOTAL TAX REVENUE CONTRIBUTED BY EACH:

RESIDENTIAL LAND USES	66.16%
COMMERCIAL LAND USES	18.16%
INDUSTRIAL LAND USES	10.11%
OTHER LAND USES (AGRICULTURAL, VACANT, UTILITIES)	5.57%

PERCENTAGE OF ITS SHARE OF COSTS EACH LAND USE CONTRIBUTES :



SOURCE : URBAN LAND INSTITUTE - TECH. BULLETIN NO. 18.
COMPILED NATIONALLY.

C124886235